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OPEN FRICTION AT NANKING.

RIGHT WING LEADERS DESERT.

DEMORALISING EFFECT ON PLENARY SESSION.

CHIANG'S ANXIETY.

Shanghai, Aug. 11. The violent differences of opinion in the Kuomintang Party, which leaders have been trying carefully to disregard hitherto, have at last broken out into open friction, and there is every likelihood of the postponement of the Fifth Plenary Session.

It appears that prior to the opening of the Session, friction had already manifested itself between Mr. Chang Ching-kiang and Mr. Li Shih-cheng, the leaders of the right wing, on the one hand, and the Cantonese members of the Central Executive Committee, who are the associates of Mr. Wang Ching-wei, on the other.

Suspension of Student Activity.

Mr. Wang Ching-wei and his associates are, of course, the very strong Left Wing element.

Obviously the trouble arose over the question of the suspension of the "Youth" movements.

Mr. Chang Ching-kiang and the Right Wing advocate the curbing of the political activities of the students and the inculcation of better discipline among the younger generation.

The Left Wing are strongly in favour of fostering the student activities.

Attack on Canton Regime.

Another, and probably more important, difference is connected with the maintenance of Provincial Branches of the National Political Council. The Left Wing has launched a strong attack on the system, undoubtedly directed against the regimes of Marshal Li Chai-sum in Canton and General Li Chung-ying in Hankow.

The Cantonese Clique, including Mrs. Liao, is pressing for the abolition of Branch Political Councils, while the Right Wing favours the maintenance of Provincial Branches of the National Political Council.

Friction broke out at the opening meeting of the Fifth Plenary Session.

Secret Departure.

On Wednesday evening, Marshal Chiang Kai-shek held a conference with Mr. Li Shih-cheng, Mr. Tsai Yuan-pei, and Mr. Chang Ching-kiang, when Mr. Chang Ching-kiang openly denounced the Left Wing for their activities.

The denouement came as a total surprise. Mr. Chang Ching-kiang and Mr. Li Shih-cheng left Nanking secretly on Thursday morning, bringing with them to Shanghai, three motor-car loads of documents, and leaving a letter addressed to Marshal Chiang Kai-shek, which was delivered to him after their arrival in Shanghai, and presumably explained the reason for their decision.

Chiang Kai-shek Anxious.

Yesterday morning, a delegate representing Marshal Chiang Kai-shek left for Shanghai for the purpose of endeavouring to persuade the "absconders" to return for the second meeting of the Fifth Plenary Session.

Though the presence of the "absconders" at the next meeting, which has been postponed till today, would not mean that there would be no quorum, their absence will have an exceedingly demoralising effect on the Conference, and it seems that unless they are persuaded to attend there is every likelihood of a further postponement of the meeting until Monday.

It is likely that Marshal Chiang Kai-shek will himself leave for Shanghai to persuade them to attend.

Moderates Confer.

Shanghai, Aug. 10. Shortly after their arrival in Shanghai, Messrs. Chang Ching-kiang and Li Shih-cheng held a conference with Mr. Tse-hui, another Supervisory Commissioner. (Continued on Page 10.)

U. S. PRESIDENTIAL CAMPAIGN.

PROHIBITION MAY BE THE DECIDING FACTOR.

HOOVER ON RELIGION.

Washington, Aug. 10. Mr. Herbert Hoover, in a speech formally accepting the Republican Presidential nomination, made it clear that Prohibition, even more than farm relief, may be the vital and deciding factor in the campaign.

He declared that he stood for efficient enforcement of the Prohibition Laws. He also described farm relief as the nation's most urgent economic problem, and outlined a series of tariff increases so as to give agriculture "the same protection as other industries."

Although he did not refer directly to his opponent, the Roman Catholic Governor of New York (Mr. A. I. Smith), Mr. Hoover made an impassioned appeal for religious tolerance. He recalled that he himself was of Quaker stock, and declared that the glory of American ideals was the right of every man to worship God according to the dictates of his own conscience.

Reuter's American Correspondent.

SEQUEL TO IRAK RUPTURE.

FEISAL-ED-DOWISH ON THE WARPATH?

FRONTIER DEFENCES.

Basra, Aug. 10. The failure of the Jeddah Conference is not entirely unexpected, though the news is regarded as serious. A Hedjaz agency at Cairo has issued a communique in which it ascribes the breakdown to failure to agree on the question of the removal of the Irakian frontier posts.

Ibn Saud, although stating that the Nejd Government will continue to act friendly to its neighbours, argues that the frontier posts are a contravention of the Treaty and demands their removal.

No anxiety is felt at the moment as the plans for the defence of the Royal Air Force and the armoured car squadrons are most comprehensive.

Bases have been established between Hillah on the North and Koweit on the South. It is considered that tribal raiding is improbable until cooler weather sets in.

It is noteworthy, however, that Feisal-ed-Dowish, who was responsible for the atrocities in January and February this year has been observed with his supporters near the Irak frontier.

ANGLO-FRENCH ARMY MANOEUVRES.

UNPRECEDENTED PEACE-TIME MOVE.

London, Aug. 10. Unprecedented co-operation by the troops of two nations in peace-time manoeuvres is announced here.

The 8th King's Royal Irish Hussars, which fought on the Western Front throughout the War will participate in forthcoming manoeuvres which the French Army of Occupation is holding in the Rhine district.

A Berlin message states that great interest is being evinced there in the development.

GERMANY TO BUILD NEW CRUISER.

EXPENSE TO BE MET FROM SAVINGS.

Berlin, Aug. 10. The Cabinet has decided to proceed with the construction of the new cruiser, which was recently postponed by the Reichstag on the ground of economy.

This objection has been overruled by the assurance that the necessary first instalment of 10,000,000 marks has been saved elsewhere.

INDIAN REFORMS ADVOCATED.

BRITISH CHAMBERS' PROPOSALS.

LIBERAL SELF-GOVERNMENT TRIAL URGED.

HONOURING PLEDGES.

Bombay, Aug. 10. The Associated Chambers of Commerce, which claim to represent the greater part of the £1,000,000,000 British capital which is supposed to be invested in India, has sent the Simon Commission a memorandum recommending the most liberal trial of self-government in India.

The memorandum suggests giving the provinces Constitutions varying up to full responsible autonomy, while as regards the Indian States it recommends a Constitution making the whole of geographical India a single economic unit.

Suggestion Refuted.

The memorandum, which is supported by all the seventeen Chambers in the Association, except Burma and the Punjab (which are separately making representations) and Ceylon, which is not affected, makes the recommendation "in order that there may be no ground for the suggestion that Britain has not honoured her pledge of August, 1917."

It expresses the opinion that the Provincial Constitutions should be safeguarded by, inter alia, empowering the Central Government to intervene in the event of any Province, suggests the establishment of Provincial Second Chambers and advocates the statutory prohibition of discrimination against industrial and commercial interests in legislation or taxation.

The memorandum also emphasises the need of safeguarding the prospects of Europeans in the services, and urges making the strength of the Government parties in the Assembly approximately equal to the anti-Government parties.

It also recommends that the Viceroy's Executive Council should remain unaltered, but recommends the withdrawal of the Commander-in-Chief from the Legislature. It does not consider that any change in the Secretary of State's legal power is necessary.

FREE LICENCE.

BOY WHO DIDN'T THANK THE COURT.

A half-blind boy, who is also afflicted with a stammering, was charged this morning before Mr. R. E. Lindsell with hawking newspapers without a licence.

In view of his condition, his Worship discharged the boy with a caution, and, on the application of Inspector Clarke, recommended him for a free licence.

The boy, however, was slow to return thanks for the Court's magnanimity and his Worship reproached him in these words: "Instead of saying Ah, Ah, you might have said 'thank you'."

The reply which this brought from the defendant, was a stammering expression of thanks.

"FAIR TO SHOWERY."

To-day's Observatory report states that pressure is high over South Manchuria and North Japan. Depressions are shown to the north of the Bonins and to the east of Formosa. The forecast up to noon to-morrow is:—West winds, moderate; fair to showery.

NANKING SETTLEMENT.

London, Aug. 10. The Foreign Office is issuing the text of the Agreement for the settlement of the Nanking Incident on Monday evening.

RAILWAY WAGE CUT.

London, Aug. 10. The railway shopmen have agreed to the wage reduction proposals.

JULY TEMPERATURE RECORDS.

HIGHEST FOR PERIOD OF 40 YEARS.

SUNSHINE RECORD.

The prevalent belief that July in Hongkong has been an exceptionally hot month, is borne out by statistics issued by the Royal Observatory, which show that the mean of the daily maximum temperatures, 88.5, was the highest on record, except in 1889 when it was 88.7. The mean temperature for the month, 83.5, was also the highest on record, except in 1889 when it was 83.0. The mean of the daily minimum temperatures, 79.9, was the same as the previous highest on record, which also occurred in 1889.

It is interesting also to note that the amount of sunshine—282.8 hours—was the greatest on record, being 5.7 hours in excess of the previous record, which occurred in 1916, and 23.2 hours in excess of the amount in July, 1889. The rainfall, 4.78 inches, was the lowest on record, except in 1889, when it was 4.57 inches.

CAPT. MURDOCH IS UNDER ARREST.

MUST EXPLAIN OVERSTAYING OF LEAVE.

TO COMPLETE FLIGHT.

Pretoria, Aug. 10. A most unexpected development, not without its humorous aspect, has occurred on the arrival here of Captain Murdoch, who is making an attempt to fly from Lympne to Capetown and back in eighteen days.

On his arrival, Captain Murdoch was notified that he was under arrest, and that he must explain to the Chief of the General Staff why he has overstayed his leave from the Royal Air Force.

It is understood, however, that he will be allowed to resume his flight.

Captain Murdoch hopes to accomplish the return flight to England in ten days, starting on Sunday.

BRITISH CHEMICAL ENGINEERS.

TOUR OF CANADA AND UNITED STATES.

London, Aug. 10. A party of nearly 150 persons, including about twenty ladies, who are members of the Institution of Chemical Engineers and the Society of the Chemical Industry, are leaving England to make a five weeks' industrial and scientific tour of the eastern cities of Canada and the United States.

The tour will conclude in time for them to attend the annual general meeting of the Society of the Chemical Industry which takes place in New York during the second week of September.

The party includes Sir Alexander Gibb and Mr. Reavell, President and Vice-President respectively of the Institution of Chemical Engineers.

INDIA'S MOTOR IMPORTS.

MORE DEMAND FOR BRITISH VEHICLES.

London, Aug. 10. The number of cars and omnibuses imported at Madras by sea during the year shows a record increase of 84 per cent.

While not many years ago practically every car in India was American, in Madras now nearly half of them are British-made. Britain is still unchallenged in the motor-cycle and cycle market. These imports have increased by 60 per cent, and 25 per cent respectively.

COUNTY CRICKET STRUGGLES.

KENT & LANCASHIRE BOTH WIN.

TEST PLAYERS IN CAPITAL FORM.

MIDDLESEX COLLAPSE.

Some extraordinarily good cricket and some unexpectedly poor scoring has resulted from the puzzling wickets in England brought about by intermittent rain. The county programme was not seriously interfered with during the past three days, four matches being definitely decided.

Lancashire had by far the best of matters against Middlesex, the southern team falling lamentably in both innings. Lancashire won with an innings to spare, but Kent, by defeating Essex, still hang with striking distance.

A rather remarkable game at Hastings, where bowlers reigned supreme, ended in a narrow victory for Notts, who thus displace Yorkshire in third place.

The Yorkshire match provided another thrilling partnership of over 200 between Holmes and Sutcliffe, but it came in the second innings after Leicesters had forced their doughty opponents to follow on.

Hobbs made his first 200 of the season against Warwickshire, but Surrey lost on the first innings, the brilliant effort coming in the second innings.

Two bowling performances are outstanding, Freeman's 14 wickets for 181 runs against Essex, and Larwood's 11 for 101 against Sussex.

RESULTS AT A GLANCE.

Kent defeated Essex by 146 runs.
Lancashire won by an innings and 110 runs v. Middlesex.
Notts beat Sussex by two wickets.
Derbyshire won by two wickets v. Worcester.
Somerset won on the first innings v. Glamorgan.
Warwickshire defeated Surrey on the first innings.
Leicesters won first innings points, v. Yorkshire.
Gloucester v. West Indies. Match drawn.
Hampshire won on the first innings v. Northants.

BOWLERS IN FORM.

The principal individual performances were as follows:

Batting.
Hobbs (Surrey) 200*
Armstrong (Leicester) 186
Tyldesley (Lancs.) 188
Sutcliffe (Yorkshire) 119
Holmes (Yorkshire) 110
Hunt (Somerset) 101
* Not out.

Bowling.
Mayer (Warwick) 8 for 62
Freeman (Kent) 8 for 94
Larwood (Notts) 5 for 48
and 5 for 58
Tate (Sussex) 5 for 39
Hopwood (Lancs.) 5 for 44

FREEMAN'S 14 WICKETS.

Essex Overwhelmed by Kent.

Essex were outplayed at every turn of the game against Kent at Canterbury, and the Hop County, declaring in their second innings with only one wicket down, won by 146 runs.

Kent set the visitors the task of scoring 385 runs in the fourth innings to win, but although they began well, Freeman bowled brilliantly and took six wickets, adding to his bag of eight in the first innings.

The little Kent googly bowler must have exceeded his 200 wickets for the season by this time. The scores were:

Kent: 348.
Essex: 208.
Kent: 286 for 1 wkt. (decl.).
Essex: 218.

Kent did exceedingly well to make 346 in the opening innings, though the score was achieved by steady batting, rather than by any striking individual effort.

Essex made 208, Freeman bearing the brunt of the Kent attack and taking 8 wickets for 94 runs. (Continued on Page 10.)

Bulls and Inner's

From the Office Butts.

Hongkong Police have been in Newspaper heading:—"Bogus conference with a Frenchman in Chops". Our landlady will have to the matter of sweep tickets. A look out.

The indecency case was an exposure—for the Police. Did you ever notice how long one's memory can become at a club?

Sir C. Clement's movements have made great copy for a Peking Tom. Taipans at close range often seem so ordinary that it inspires new faith in oneself.

By producing "Rain," (now called "Sadie Thompson") the Hongkong Amusements have made a welcome contribution to the water shortage. After seeing a close-up on the screen, and hearing that Miss Gloria Swanson, the film actress, is receiving a salary of four pounds a second, we know the real meaning of "The Twelve Pound Look."

A Biblical injunction is to help the halt and the blind. Kowloon residents now help the bus conductor, who is blind at the halts. No doubt "Famina" will be interested to learn that as a result of the official cotton crop estimate in New York, "shorts" have stamped.

Market note:—"Beach-knits are now in season and somewhat cheap." Now that the Sanitary Board is ordering Solo Pumps for white-washing, the distemper will not be so catching.

Dinner dialogue in Hongkong is the art of talking about nothing ordering Solo Pumps for white-washing, the distemper will not be so catching.

There is a great deal of purse-entangle in the C. S. P.'s order about sweepstakes. In view of our own summer, this story of New York's heat wave leaves us cold.

This talk of China cutting her army down is probably only intended to be disarming. It would be much easier to face the music if these trappers were kept under control.

The trouble with Nanking's Left Wing is that it isn't right. Some there are who do the Peiping but who is going to do the paying?

"When did your wife last write you from Shanghai?" "I can't remember. I shall have to look at my cheque book."

To-day's stray bat from the belfry:—"You can't shut a delegate."

"Dianna"—Quite right. After a certain age tigers cannot climb trees. For the benefit of novices, we would add that a tiger's age can be ascertained by examining its teeth.

Excepting that he did not occupy the many high positions mentioned and that, so far from being a "grand old Tory" he was a Liberal M.P., the *China Mail's* biography of the late Sir Henry Hobart was quite correct.

Our past luck in sweeps makes us rather sympathetic with those who advocate the abolition of the whole lot. Golf now ranks second among all sports in the United States, says a writer. The idea that golf is a sport and not a religion will cause offence in some quarters.

Fifteen thousand Esperanto delegates have just assembled in Holland. Must have sounded like double Dutch. We are asked to state that the Tattoo song, "With Susie at Soekunpo" may be sung in public without fee or licence.

The novelist, Zona Gale, has married a man named William Breece. Promising for matrimonial storms. We understand that the Water Authority has made arrangements with the K.C.C. to hold a Band Concert should the water shortage become acute in future.

Shanghai now has a Sundal School to teach the making of icecream. "Reader"—Crime is always normal at Taipe, but even mosquitoes require occasional rest.

MacWhirter, he says that living in an atmosphere of bad neighbours and baby clothes is not conducive to bright thinking. To-night's Government Broadcast:—"Solo on the Sanitary Department's Lime-washin' Pump."

Now that they have discovered what to do with old razor blades, perhaps someone will advise Messrs. Kwong Sang Hong what to do with old steel drums. "Bowl Thrown" at Youth's Head," says a newspaper caption. These interpreters have started practice early.

With those bankers kicking up their heels, our Nationalist friends will soon discover that it's easier to change a capital than persuade capital into change. According to the Head of the Sanitary Department, "pepper is pepper." Motion Carried.

If we get any more change of dates it looks like ta-ta to the tattoo. Appropriately enough, some of these Tattoo features have been scratched and are still sore.

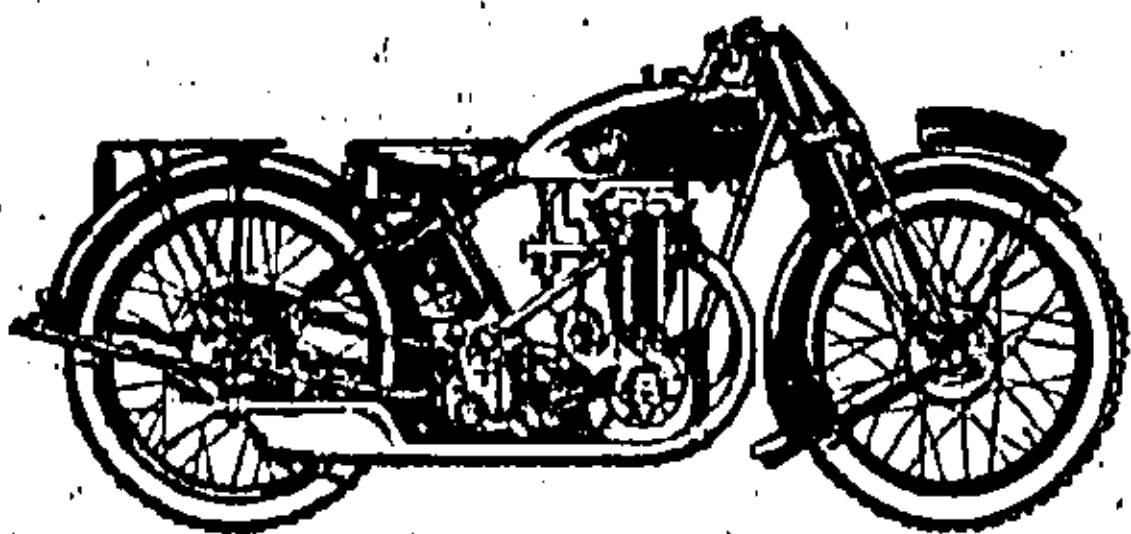
Now that policemen can be fired, by the day, we propose to have one of our own and arrest some of these noisy hawkers in Wyndham Street. Local news-over heading:—"Gene Tunney Announces Engagement To be Married to Daughter of Millionaire." A cynical sub-editor suggests it might have been headed:—"Tunney's Next Fight" and let it go at that.

"Events for Women Cut Out," says a newspaper heading. This is, of course, less painful than having an appendix removed. Judging from his photograph in expedition succeeded in calculating a local journal, Admiral Chan in the horizontal component of Chak appears to be suffering from the magnetic field. That makes elephantiasis in an advanced form.



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SHANGHAI.

HONGKONG.

THE OPEN DOOR.

TO BE MAINTAINED IN
 MANCHURIA.

Tokyo, Aug. 10.
 Considerable importance appears to be attached to the Premier's explanation of the Government's China policy yesterday at a gathering of Government officials and members of the Soluyaku, as it indicates an inclination to adopt a more conciliatory attitude on the question of the Nanking and Mukden compromise. Reiterating Japan's desire for Chinese friendship and no wish to interfere in China's domestic affairs, the Premier declared that Japan welcomes any step aimed at unification of China, and therefore welcomes the proposed compromise provided the rights and interests of Manchuria are not endangered.

Regarding these remarks, it is learned that the Premier is considering the issuing of a public statement shortly, for the purpose of clearing up possible misunderstandings regarding Japan's actions. The statement is expected to declare the same standpoint as given at yesterday's gathering, and also review the historical relations of Japan and Manchuria and emphasize Japan's intention of maintaining the open door policy. Though it is uncertain when the statement will be issued, it is considered a suitable opportunity will be sought so as to come at a psychological moment when most effective. Though it is asserted that Japan will not attempt to use force to prevent a compromise, which now is regarded as almost inevitable, the Government appears to fear, *inter alia*, that it might result in fighting between Feng Yu-shiang and Chiang Kai-shek, in which case officials relate that Japan will not hesitate to despatch troops to protect Japanese lives and property in the event of the disturbances spreading to Manchuria. At the same time, it would appear that there are rather more hopeful prospects of the situation being settled peacefully.—*Reuter*.

Mukden and Nanking.

Peking, Aug. 10.
 It is stated in very reliable circles here that the rapprochement between Mukden and Nanking has been almost consummated.—*Reuter*.

MAIL ROBBERY.

ASSISTANT LINEN-KEEPER
 RELEASED.

New York, Aug. 10.
 Archibald Chapman, the assistant linen-keeper of the s.s. *Leviathan*, charged with theft from mails, has been released for lack of evidence. He is being deported to England.—*Reuter's American Service*.

[A message from New York dated July 20 stated that as a sequel to the sensational mail robbery on the *Leviathan* on June 28, Archibald Chapman, assistant linen-keeper aboard the liner, had been charged with theft of registered mail valued at \$1,200. After a formal remand, Chapman was released on bail. The robbery, which was one of the biggest ever made from an ocean liner, was discovered upon the arrival in London of the registered bags of mail brought to Southampton from the United States by the *Leviathan*. At the time, the value of the loss was put at \$100,000, and it was thought that the robbery was committed in New York before the mails were put aboard the liner.]

SINGAPORE BASE.

NO DELAY PENDING PEACE
 PARLEY.

London, Aug. 10.
 The Admiralty announces that there is no foundation for the report that the contract for the Singapore Base has been postponed.—*Reuter*.

RETIREMENT GIFT.

PRESENTATION TO MR. A. K.
 HENDERSON.

The esteem in which Mr. A. K. Henderson is held by members of the Institution of Engineers and Shipbuilders, of which he has been a member for 32 years, was evidenced yesterday evening when Mr. W. J. Stokes presented him, with a Westminster chime clock on behalf of the members. Mr. Henderson was assistant general manager of the Hongkong Tramways, Limited, from which position he has retired and sails for Home via Australia on Thursday next at noon. From Australia he will proceed Home by way of the Cape.

Genuine Friendship.

In making the presentation Mr. Stokes, who was supported by Mr. R. M. Dyer and Mr. Henderson, said:

Gentlemen—It is a mere formality for me to say that we have met this evening to say good-bye to Mr. Henderson. These partings are so frequent in Hongkong that we get hardened to them. There are, however, some which stand out from others for some particular reason—long association—special services rendered—genuine personal friendship. I think, gentlemen, I shall have your entire support when I say that this occasion is a combination of all these reasons. Thirty-two years is a very long continuous association anywhere and especially so in Hongkong, special services have been rendered so fully and frequently by Mr. Henderson that the word "special" becomes redundant and when a man has been consistently known by his Christian name for 32 years there can be no great doubt as to genuine personal friendship.

That, however, does not make my job any easier. We are all sorry to lose his genial personality and to envisage the gap in our membership that his absence will bring about.

Our regret is, nevertheless, largely mitigated by the knowledge that he is starting on a well-earned retirement, in thoroughly good health, and that he carries with him the best wishes of everyone who has had the pleasure of his friendship for a longer or shorter portion of the long period he has been not only with us but of us.

It is therefore my great pleasure to ask you, gentlemen, to rise with me and drink to the health, longevity and happiness of our old and valued friend "Archie."

Clock Presented.

After the toast had been honoured those present sang "For He's a Jolly Good Fellow," followed by three hearty cheers.

Continuing Mr. Stokes said:

After the very enthusiastic manner in which your fellow members have conveyed their heartfelt good wishes it will not surprise you to know that they want to put their feelings on record in a more tangible form. They therefore ask you to accept this clock as a memento of the good fellowship and happy times we have had together and they will like to cherish the thought that its chimes will remind you every fifteen minutes of the goodwill and friendship they bear towards you and which you have so thoroughly deserved during the 32 years you have been one of us.

Mr. Henderson's Thanks.

Replying Mr. Henderson said: Gentlemen—I rise to thank your eloquent chairman for all the flattering things he has said about this "heavy old barnacle" and also to express to all members my gratitude for the token of your good wishes which I have just received in the form of this exquisite time piece. After 32 years of membership I cannot but recall, at this time, very many happy recollections of innumerable

Why Some Girls Are Not Popular.

There are some girls who are attractive enough in appearance yet who lack that popularity which other girls enjoy. What is the cause? Simply that they unconsciously repel those with whom they speak because they are afflicted with ill-smelling breath, the result of intestinal inactivity.

Is your breath as sweet as it ought to be? If not try Pinkettes, the dainty little laxatives. They ensure daily regularity, dispel sick headaches, flatulence and bilious attacks, keep the system clean, the skin clear and the breath sweet. Your chemist sells them.

PINKETTES
 THE Dainty Little Liver
 and Intestinal Regulators
KEEP YOU WELL

able good friends met in the Engineers' Institute, and of many and many a happy evening spent in the Club House. I won't bore you with long details of "An Old Member's Early Memories." You all know me well enough not to expect a long historical speech. I have seen great changes in Hongkong, and equally great changes in the Institute; but my opinion is that, now-a-days, things are a great deal better in most ways than ever they were before.

Still Feeling Young.

I can assure you that, at heart, I am as young as any of you; and my feelings of regret at leaving you all are fortunately tempered by my determination to find some congenial club, and some suitable outlet for my still youthful energies, at home in Scotland near where I served my time these 35 odd years ago.

I can only hope you will all have as happy and healthy a spell as I have just concluded in Hongkong; and, thanking you once more, on behalf of my wife and myself, I wish the Engineers' Institute all success and prosperity in the future and a long career of continued usefulness for many years to come.

Mr. Stokes then said: Mr. Henderson—As you have no doubt learnt during your long membership, it has long been the custom of the Institute to mark its appreciation of a departing member of long standing by the presentation of a valedictory address. That desirable custom cannot be allowed to lapse in the case of a member of your length of service, but it is slightly varied in detail and it has been decided to present you with this "Certificate of Discharge" in which laudatory words are sternly suppressed and a plain straightforward official statement substituted.

We trust you will never have to use it in a search for work and we hope that you will find some suitable place within the portcullis of your ancestral castle where it can proclaim to all hands the respect and esteem we feel for you.

Too Few "Archies."

We make one request which, as a good and faithful member, you must gratify. We want your photograph even though many cameras are burst and many lenses damaged. There are plenty of cameras to be got, but there are too few "Archies."

After Mr. Stokes had read the "Certificate of Discharge," Mr. Henderson produced a photograph of himself at the same time expressing his thanks for the "Certificate." When he settled down in the old country, he added, a place would be found for it, and if any of his friends were passing they would always find their "Dram in a bottle." (Laughter.)

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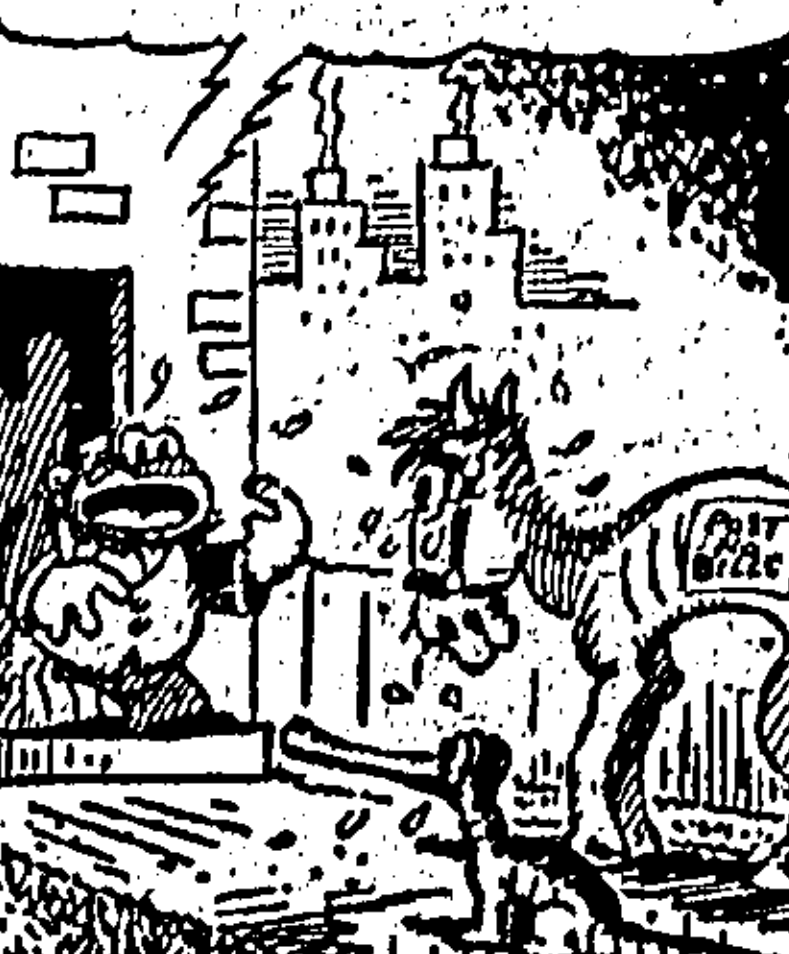
GEE, I GUESS I BEEN WORRYIN'
 TOO MUCH LATELY OVER CONDOMS
 MY HEAD'S IN A FUDDLE AN'
 TH' STORES GOIN' ROUND IN
 CIRCLES



HEY, GUZZ! I A
 GLASS O' WATER
 QUICK! I THINK
 I'M GONNA FAINT!



GET A MOVE ON ALBERT!
 HURRY UP, BOMBONI! COME
 IN TH' STORE! SOMETHIN'S
 TH' MATTER WITH SAM!



HERE YA ARE SAMMY! TAKE
 A GOOD SWIG - MAYBE THIS
 WILL BRACE YA UP! GOSH,
 YOU'RE AS WHITE AS A
 SHEET!

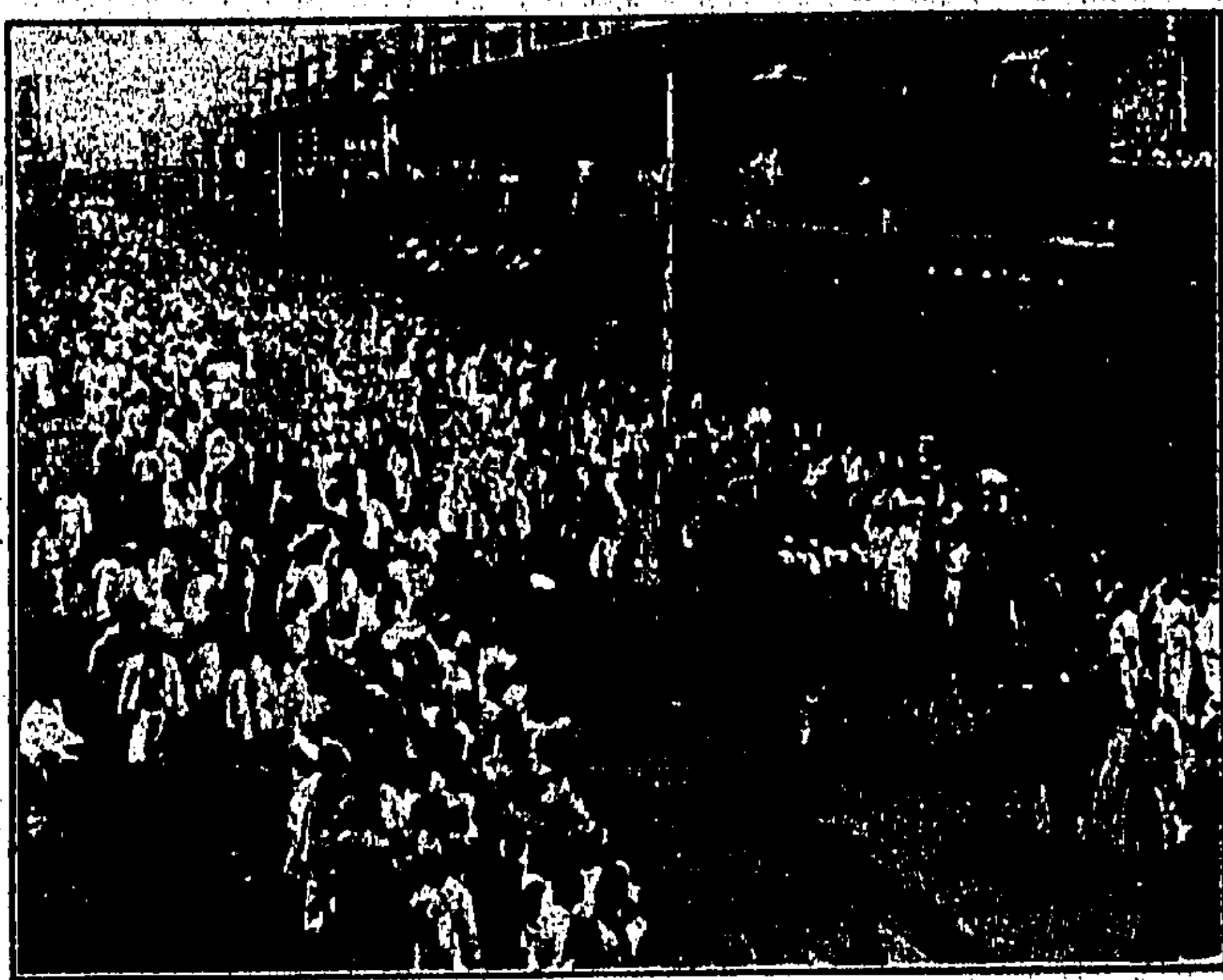


NOW JUST LEAN BACK AN'
 TAKE 'ER EASY, SAM - WE'LL
 BE OUT TA MY HOUSE IN A
 JIFFY - AFTER YOU'RE TUCKED
 INTO BED, MEBBE YOU'LL
 FEEL BETTER!

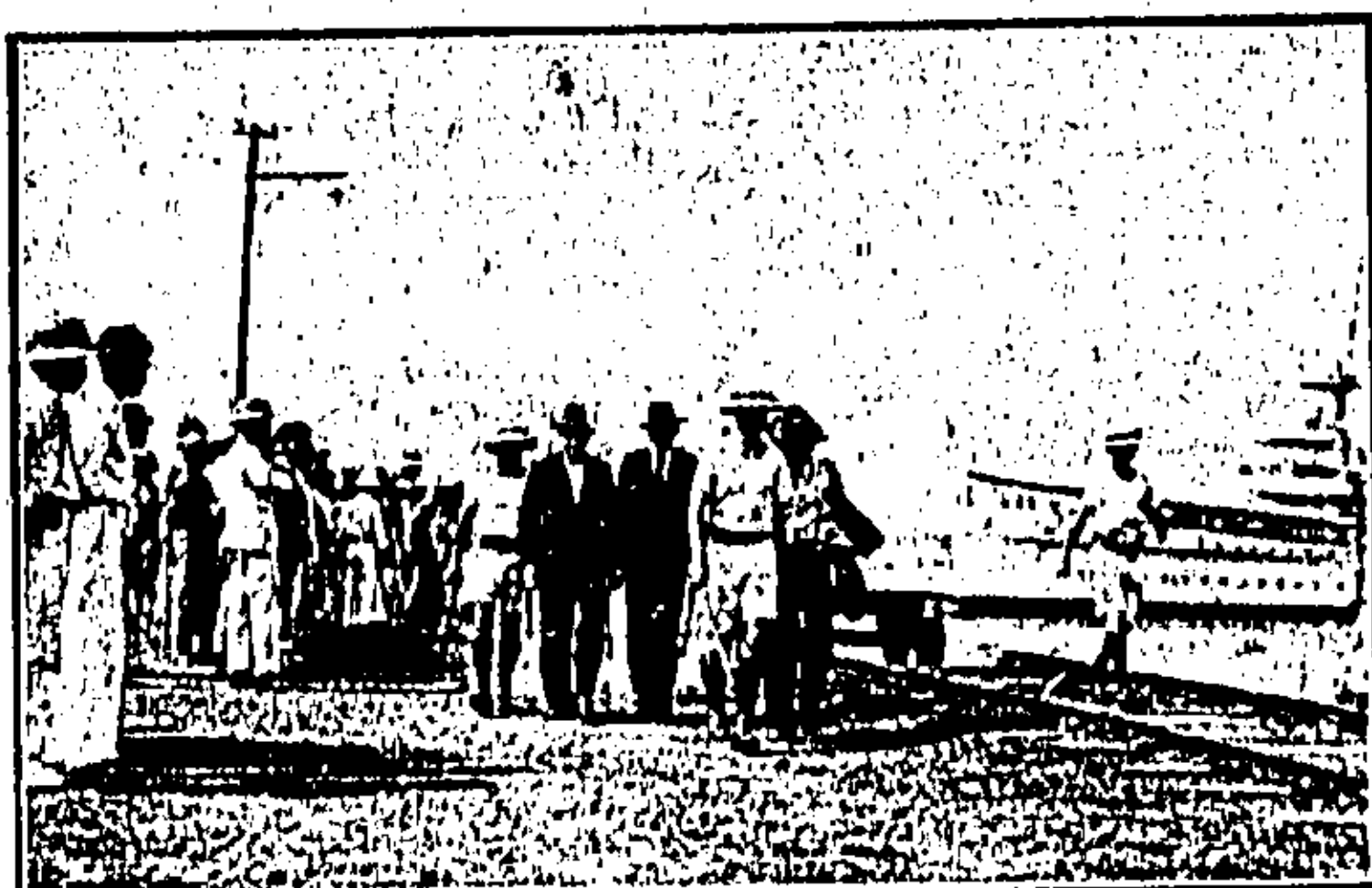


Too Much Worry

By Small



Pictures taken at the funeral of Li Yuan-hung, former President of China, at Tientsin. On left, the procession is seen passing through the Japanese Concession, whilst on right are some of the principal mourners. (Photo: K. M. Chang, the Pui Yang Photographic Society).



Some of the stowaways who created a panic aboard the liner Jervis Bay in the Indian Ocean, being marched under an armed guard of bluejackets on landing at Colombo. (Photo: Central News).



Bridal group taken after the wedding of Mr. Lam Chik-shan and Miss Violet Toek, who were married at St. Paul's Church on Wednesday. (Photo: Ming Yuen).



Miss K. Hitomi, of Japan, beating the world's record of 18 feet 4 inches for the long jump by one inch at Stamford Bridge, London. Subsequently, Miss M. A. Gunn, the previous holder, regained the world's record with a jump of 18 feet 7 inches. (Photo: Central News).



The discussion as to whether women should take part in strenuous athletic events lends additional interest to this picture, which shows Miss M. Clark, of South Africa (on left) winning the 100 yards hurdle race at Stamford Bridge. She created a world record. (Photo: Central News).



The bobbed-hair fashion is creating a demand for Chinese women barbers. Above is seen a group of young ladies who have just passed out of the Wai Sun Hairdressing School, of Hongkong. (Photo: Mee Cheung).



Oscilla Hansen, the famous lady violinist who is to give recitals in Hongkong on August 29 and 31.

PYJAMAS
Remarkable Value
\$8.50 per suit 3 suits for \$23.50
 — LESS 10% DISCOUNT FOR CASH. —
 Made of fine Cream Cotton Taffeta with contrast colour collar and cuffs.
 Tailored to fit generously, with plenty of room for a good "stretch".
 NEW STYLES IN LOUNGE ROBES
Mackintosh
 MEN'S WEAR SPECIALISTS & Co. Ltd.
 ALEXANDRA BUILDING. DES VOEUX ROAD

MILLIONS
HAVE PROVED THAT
COOKING
IS BEST AND EASIEST
By GAS.
 Join the Millions Who Know



Hong Kong & China Gas Co., Ltd.

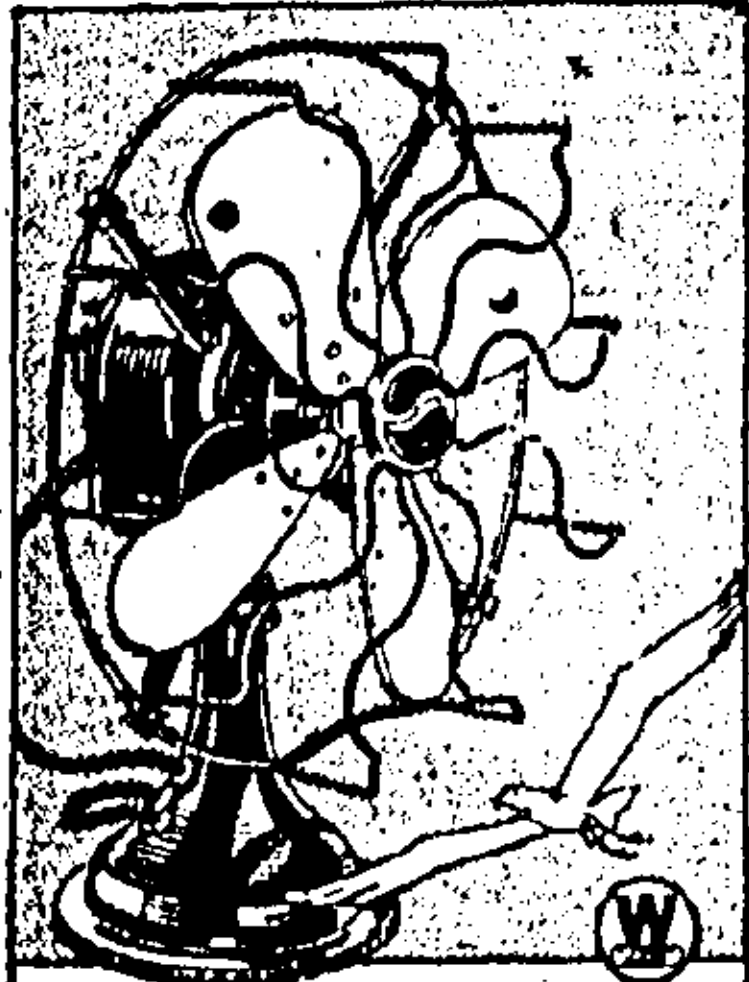
OUR GREATEST
CLEARANCES
will commence on
MONDAY, August 13th.
"BLUE TICKET"
BARGAINS.
 All excess stock and oddments have been specially marked with "BLUE TICKETS." Never before have such bargains been offered to Shoppers.
PRICES CAN'T GO LOWER:
THEY'VE HIT THE BOTTOM.
WHITEAWAYS SALE.

JACOB'S



GOLDEN PUFFS.

When Appetite
falls and it
is too hot to eat,
GOLDEN PUFFS
are
Light, Delicious,
Appetising.



Torrid, depressing
days vanish
when you turn
the switch of a
WESTINGHOUSE
ELECTRIC FAN.

REISS, MASSEY & Co., Ltd.
Sole Distributors
For Hongkong & South China

Westinghouse

JUST RECEIVED



A NEW SELECTION
OF
GAGE HATS
"ANTOINETTE"

2, Queen's Road Central
(above Hongkong Electric
Showroom.)

AMATEUR
DEVELOPING
AND
PRINTING

EXPERT WORK. PROMPT SERVICE.

SUN KWONG
Kowloon Hotel Basement No. 3,
KOWLOON

COCK-FIGHTING POLICE RAID.

**SIR ROBERT JARDINE IS
FINED.**

NORFOLK SUMMONSES.

Several men well known on the
Turf were summoned at East
Harling, Norfolk, on July 16,
following a police raid on a farm
at the village of Old Buckenham,
when a cock-fight was in progress.

Mr. C. E. Harvey, junior, the
occupier of the farm, was sum-
moned for allowing the cock-
fighting to take place and 18
others summoned for assisting,
were:

Sir John Buchanan Jardine, Mr.
Felix W. Leach, Mr. Reginald Day,
Mr. J. H. Wright, and Mr. Frank
Griggs, all of New-market.

Mr. E. H. Lowe and Mr. Her-
bert Pepper, of Huthwaite, Mans-
field.

Mr. A. E. Cooke-Watson and Mr.
Thomas Munks, of Mansfield.

Mr. William Matthews Hodg-
son, Burghy-Sands, Carlisle.

Mr. E. W. Glaister, Stainton,
Carlisle.

Mr. Thomas Metcalfe, Kendal,
Westmorland.

Mr. T. G. Lewis Kingston-road,
Portsmouth.

Mr. William Tunstall, and Mr.
Frederick Egerton, of Trentham,
Staffordshire.

Mr. Frederick Jarvis, Old
Buckenham.

Mr. Bertie Johnson, Swaffham
Prior, Cambridgeshire, and

Mr. William Rolfe, Swaffham
Bulbeck, Cambridgeshire.

Sir Patrick Hastings, K.C. (de-
fending) pleaded not guilty.

Carpets Floor.

Mr. H. Oswald Brown, solicitor,
prosecuting, said that the proceed-
ings were taken under the Pro-
tection of Animals Act, 1911,
Section 1, of which prohibited
any person causing, procuring,
or assisting at the fighting or
baiting of any animals.

"On Monday, June 18," he said,
"the police kept observation" on
Stud Farm, owned by Charles
Edward Harvey, and in conse-
quence Superintendent Carter and
four other officers went to the
farm, where they found a cock
fight taking place in a horse box.
The men before the Court were
all in the horse box.

"This was not a freak or un-
premeditated fight," he said.
"Careful preparations had been
made for it. The horse box had
a thick red carpet on the floor,
and there was a ring twelve feet
square made of haise covered
boards. The two birds in the ring
had been prepared for cock-fight-
ing, being armed with arti-
ficial spurs."

Here Mr. Brown handed up a
pair of silver spurs to Lord
Albemarle (the Chairman).

"In addition," Mr. Brown said,
"the birds had their combs and
wattles cut, the feathers round
their neck were trimmed short,
the wing feathers were clipped,
and the tail feathers were partly
clipped and partly cut short, all
of which, I am instructed, is part
of the routine for preparing birds
for fighting. The birds in the
ring were injured as a result of
their fight. Their heads, legs, and
bodies were marked with blood."

Flight Stopped.

In an adjoining room another
bird was found, also marked with
blood and appearing to have been
used for fighting, he said. There
was also a further supply of
spurs. The first action of the
police was to pick up the two
birds and put an end to the fight.
They took possession of the spurs,
despite the protests of Leach, who
said, "You have all the evidence
you want without those."

Superintendent Oscar Carter
said that the raid was made about
3.30 in the afternoon. Inspector
Clarke was the first in the stable.
He said, "I am going to stop this
fight," and picked up one of the
cocks. The other cock was in a
fighting attitude, looking for its
opponent. One spectator shout-
ed, "Where is your warrant?" and
the Inspector produced his war-
rant card. Another man said the
Inspector had no right there.
They all refused to give their
names, and Harvey asked the
Superintendent for his warrant.

"I told him," said the Superin-
tendent, "that I did not require
a warrant to go on anybody's
place. When Harvey was asked
for the names of the other men
he said, 'I do not know one of
them.' Leach said, 'Order them
off the place, Mr. Harvey; they
are trespassers and have no busi-
ness here.'"

Superintendent Carter said that
he retorted that any action for

trespass could be dealt with later.
Practically all the men were ask-
ed for their names and addresses,
and they all declined to give them.
He then refused to allow any of
them to leave until they com-
plied with his request. After a
consultation among themselves
the men agreed to give their
names and addresses.

There were 17 other cocks in
boxes and baskets on the pre-
mises," he said. Some of them
had certainly been in fights.

One of the men, added the offi-
cer, said, "as the police were
taking the birds away, 'You
will find the old cock tough.'"

Mr. Brown—For eating pur-
poses, I presume. (Laughter.)

No Betting.

Sir Patrick—These cocks you
took—have you kept them apart?
—Oh, yes.

You know what would happen
if you did not?—They would not
be alive to-day.

Lord Albemarle—Were there
any signs of betting?—I saw no-
thing of that kind.

A police sergeant produced one
of the cocks taken possession of.
It was held by its wings and
legs over the solicitors' table,
and snapped at a pencil held near
its head.

"Some of the wing feathers
were cut down to the flesh," said
the police sergeant. "There was
blood on it, and it had several
punctured wounds. Both birds
were very exhausted when the
fight was stopped; in fact it was
a week before I could get them
to eat anything hardly."

This closed the case for the pro-
secution.

Sir Patrick Hastings submitted
that there was no case to answer,
and that the prosecution was
based on a misconception of the
law as it had existed for certainly
100 years.

"I am sure the Bench will
know," he said, "that cockfighting
has been an English sport almost
from the earliest days. I think
there is a great deal of misconcep-
tion about the cruelty of cock-
fighting. That was why I was
curious to see if there was to be
any evidence concerning any-
thing like what one hears in cases
of wounded partridges and
wounded hares that are killed in
the course of sport. I understand
from those who have made a study
of this sport that the artificial
spurs are far more humane than
the spurs with which the cock is
naturally endowed. If a cock
fights with its own spurs, I have
read, they inflict much worse
wounds, and everybody knows
that if those birds are allowed to
fight, such is their natural in-
stinct that nothing can separate
them and they will fight to the
death."

Magistrates' Decision.

"I am not advocating cock-
fighting," he added, "because we
know that it has been prohibited
by law since 1849."

Sir Patrick referred to two
cases in 1863 to show that for
people to look on at cockfighting
was not sufficient to justify
charges of assisting in promoting
the fight.

His clients, who were men of
position, felt it keenly that it
had been suggested that they
were doing something they knew
to be illegal, he said.

The Bench decided that there
was a case to answer, and Sir
Patrick said that he did not pro-
pose to call any evidence, but
would ask the Bench to state a
case.

Sixteen of the men were each
fined £10, and Lord Albemarle
said that a case would be stated
in due course.

Mr. Brown withdrew the
charges against Johnson, Jarvis,
and Rolfe. Two of them were
gamekeepers employed by Sir
John Jardine, he said, and the
other was a stud groom employed
by Harvey.



If you want to get a good
slant on house painting, do it
from the roof.



OUR GREATEST CLEARANCES

WILL COMMENCE ON

MONDAY, AUGUST 13th.

AT

WHITEAWAYS SALE

**STOCK MUST BE CLEARED.
FURTHER MARK DOWNS.**

All excess stock and oddments have been specially marked with "BLUE TICKETS" at prices which are rock bottom. Never in the history of Hongkong have such bargains been offered to shoppers.

BLUE TICKET BARGAINS

200 Pairs.

Men's French Braces.

Good Webbing, Non-Rusting Fittings.

BLUE TICKET
BARGAIN **\$1.00** PAIR

100 Only.

Men's Plain Poplin and Striped
Zephyr Tunic Shirts.

Odd Sizes and Colours.

BLUE TICKET
BARGAIN **\$3.50** EACH.

50 Only.

Men's Light Weight Water Proof
Coats, Thoroughly Reliable.

BLUE TICKET
BARGAIN **\$7.50** EACH.

500 Pairs.

Men's Fancy Cashmere and Art
Silk Socks.

BLUE TICKET
BARGAIN **\$1.00** PAIR.

100 Pairs Only.

Men's "Saxone" Boots and Shoes.

Odd Sizes and Shapes.

BLUE TICKET
BARGAIN **\$10.00** PAIR.

50 Pairs Only.

Men's "Crepe" Rubber Soled
Willow Calf Shoes.

BLUE TICKET
BARGAIN **\$10.00** PAIR.

100 Only.

Ladies' Ready to Wear Hats, this
Season's Models.

BLUE TICKET
BARGAINS **\$2.50** EACH.

50 Only.

Ladies' Ready to Wear Dresses,
Voiles, Etc., Etc.

BLUE TICKET
BARGAIN **\$5.00** EACH.

300 Only.

Ladies' Waterproof Coats.

Odd Sizes. This Season's Coats.

BLUE TICKET
BARGAIN **\$5.00** EACH.

500 Pairs.

Ladies' Pure Silk and
Art Silk Hose.

BLUE TICKET
BARGAIN **\$1.00** PAIR.

100 Pairs.

Ladies' Canvas and Leather Shoes.

Odd Sizes and Shapes.

BLUE TICKET **\$2.50 & \$5.00** PAIR.

2,000 Yards.

Ladies' Dress Fabrics.
Short Lengths of Voiles, etc.

BLUE TICKET
BARGAIN **\$1.50** YARD.

SHOP EARLY, AVOID DISAPPOINTMENT

PRICES CAN'T GO LOWER.

WHITEAWAY, LAIDLAW & Co., Ltd.

YOUR LAST CHANCE!!

There is still a stock of

\$27,000 which must be cleared.

OUR STORE WILL PERMANENTLY CLOSE ON SATURDAY NEXT, AUGUST 18th.

Everything is offered at **HALF PRICE** and in many instances no reasonable offer will be refused in our Furnishing, Ladies' and Shoe Departments.

Many goods enumerated below are approximately **QUARTER PRICE**.

IN THE LADIES' DEPARTMENT. IN THE CHILDREN'S DEPARTMENT. IN THE FURNISHING DEPARTMENT.

Without reservation the entire stock of

LADIES' HATS

AT
\$2.50 each.

Corset--Oddments	\$2.00 each.
Spencers	\$1.00 "
Handkerchiefs	6 for \$1.00
Wool Scarves	\$2.95 each.
Dress Shields	55 cts. per pair.
Gloves	\$1.00 " "
Dress Ornaments	\$1.95 each.
Cholera Belts	\$1.95 "
Compressed Sanitary Towels	
Sizes C & D Only.	\$1.00 per packet.
Sanitary Belts	50 cts. each.
" Knickers	\$1.50 pair.
China Powder Bowls	\$1.50 each.
Ladies' Hand Bags	\$1.95 "
100 packets Hair Pins	5 cts. per packet.
250 cards Press Studs	20 " for 3 dozen.
500 Safety Pins	25 " for 3 "
50 packets Hair Nets	10 " each.
750 Hooks and Eyes	15 " for 3 dozen.
1,000 Linen Buttons	10 " for 2 cards.
500 pieces Linen Tape	10 " for 2 pieces.
20 Sewing Plaits--assorted colours	15 " each.
100 pieces Lingerie Braid	5 " per piece.
100 " Ribbon, up to 1 1/2" wide	10 " " yard.
30 " " over 1 1/2" "	20 " " "
20 " " " 4" "	40 " " "
Millinery Buckles	30 " each.
Dress " "	40 " "

LADIES' SHOES

ALL AT
HALF PRICE.

Do not forget that these are nearly all new models ordered for the coming Autumn, and thus entirely up-to-date.

MANY ODDMENTS
AT

\$2.50 per pair.

CHILDREN'S SHOES

AT
HALF PRICE.

Why buy Chinese made Shoes when good English Shoes are to be had at a cheaper price.

Girls Jack-Tar Hats	\$1.00 each.
Gaiters	\$1.00 pair.
Real Velour Hats	\$1.00 each.
Navy Blue Bloomers	\$1.00 pair.
Infants' Shoes	50 cts. "
Tan Socks	50 " "
Lace and Net Frocks	from \$2.50 each.
Rational Bodices	50 cts. "
Washing Dresses	from \$1.75 "
Trimmed Hats	" \$1.95 "

IN THE BOYS' DEPARTMENT.

A New stock of Boys Football Boots just unpacked in all sizes.

Usual Price **\$10.50** Special Clearing price **\$4.50** per. pair

QUARTER PRICE

is the reduction we are allowing off the remaining stock of Boys Clothing, including:--Suits, Overcoats, Shirts, Underwear, Pyjamas, Braces, Ties, Hats, etc.

ALL BOYS BOOTS & SHOES

AT
HALF PRICE.

TOYS, GAMES, etc. HALF PRICE.

Will be found a large stock of:--

Casement Cloths	@ 50 cts. per yard.
Tapestries	from \$ 1.95 "
Curtain Repps and Stripes	" 1.00 "
Velours	" 1.00 "
Carpeting	" 2.95 "
Carriage Repps	" 1.75 "
Table and Floor Balze	" 1.95 "
Rexine	" 1.95 "
There is a good assortment of colours and designs in above cloths.	
Children's Prams	\$25.00 each.
Children's Cots	from 10.00 "
Single or Full Size Wooden Bedsteads	15.00 "
100-Milk Jugs	@ 50 cts. "
Porcelain Flower Vases	from 25 cts. "
Furniture Cream	50 cts. "
"Wysso" Paint Cleaner	25 cts. "
50 Tins Aspal's Enamel	15 cts. per yd.
1,000 yds White Curtain Fringe	5 cts. " "
	(50 cts. per dz.)
100 Curtain Loops	10 cts. each.
500 yds Fancy Curtain Fringe and Bordering	25 cts. per yd.

Several Designs in China **BREAKFAST, TEA & DINNER SETS** in Blue, Gold and White, consisting of Breakfast and Coffee Cups and Saucers, Cheese, Pudding, Meat and Soup Plates, Oval Meat Dishes, Vegetable Dishes, Salad Plates, Sauce Tureens, Cream Jugs, Tea and Coffee Pots, Biscuit and Cheese Dishes, Bread and Butter Plates, Toast Racks, Egg Cups, Sugar Basins, etc. Any piece sold separate.

Many patterns in Glasses, consisting of Tumblers, Port, Sherry, Liqueur, Cocktail, Champagne & Claret Glasses, Finger Bowls, Ice Plates, Decanters, Water Bottles with Glass, etc., etc.

Electro-Plated Toast Racks, Entree Dishes, Bread Boards, Vases, Sauce Tureen, Cases of Knife, Fork, & Serviette Rings, Knife & Fork, Knife Rests, etc. Cot and Single Bed Blankets, Cretonnes, Curtain Materials, Serges, Linoleum, Ice Chests and Boxes, Dusters, Glass Cloths, Cutlery, Brass Ware, Locks, etc., Brass and Woollen Curtain Rods and Rings, Pyrex Ware, etc., etc.

Wm. POWELL, Ltd.

12, DES VOEUX ROAD.



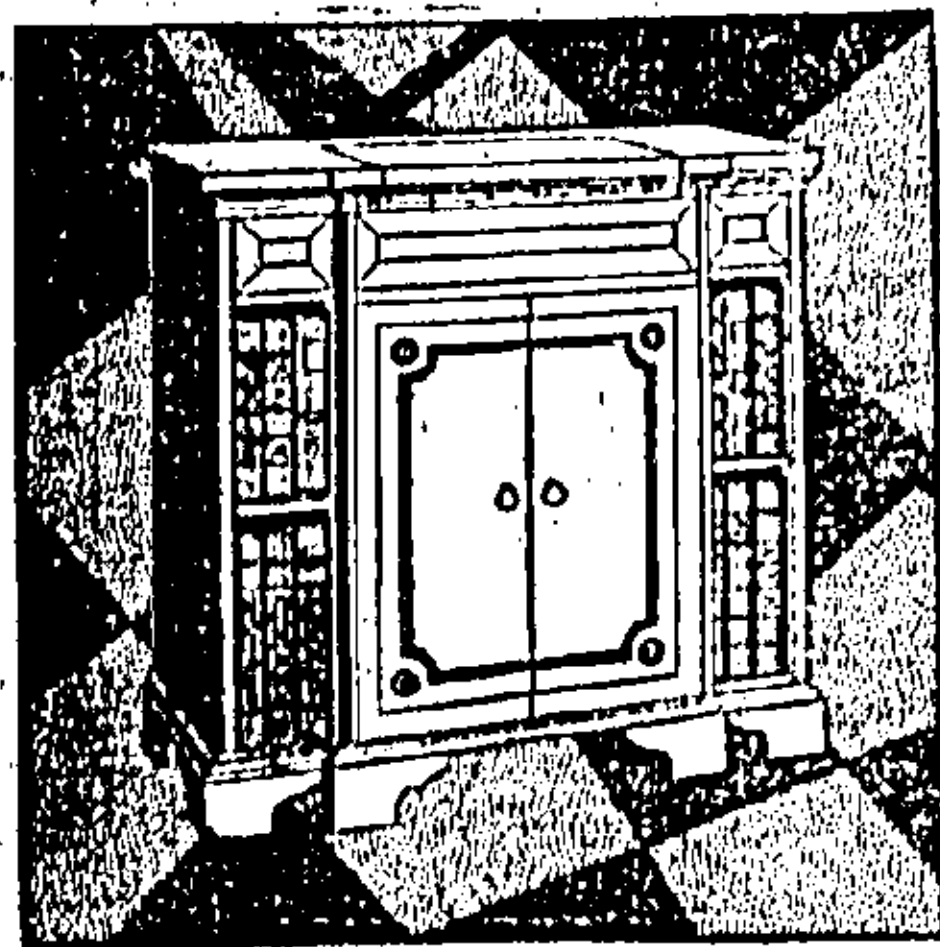
BURNETT'S FAMOUS LONDON DRY GIN

Gives that Distinctive
Excellence to a
Cocktail.

Makes a perfect Gin Sling

Sole Agents:
**A. S. WATSON
& CO., LTD.**
WINE AND SPIRITS
MERCHANTS.

The best music in TOWN



AN Orthophonic Victrola will bring you dance music by nationally-known orchestras, programs from operas and symphonies rendered by the world's great artists, popular songs, humorous dialogs—every kind of music perfectly reproduced.

When you consider the varied entertainment that one of these instruments brings to your home, the cost is surprisingly reasonable. In fact, we have models within the reach of every family purse. Let us show them to you and explain our plan of monthly payments. Come in—soon!
S. MOUTRIE & Co., Ltd.
(Victrola Distributors.) CHATER ROAD.

THE IDEAL RAINCOAT



FOR
PRESENT
WEAR.

Light
in
Weight
yet
Strong.

\$14.00
each.

less 10%
Cash
Discount.

Lane, Crawford Ltd.
Men's Wear Stylists.



AUTO-TOTAL

THE MOST

PRACTICAL & EFFECTIVE

MOTOR CAR FIRE

EXTINGUISHER

ON THE MARKET.

NO PERIODIC REFILLING

Also Suitable for
SMALL ESTABLISHMENTS.

KELLER, KERN & Co., Ltd.
16-19, Connaught Road, C.

The
Hongkong Telegraph.

SATURDAY, AUGUST 11, 1928.

FIRST THINGS LAST.

It would appear to be the opinion of the Chinese Nationalist leaders that the matter of primary importance to be dealt with at present is the question of China's treaty relations with the Powers. Necessary and desirable as it is that these relations should be placed on a more satisfactory footing, however, we cannot help thinking that for a Government which claims to represent "the people," it would be infinitely better if, before embarking on such a colossal task, some effort were made to effect internal reforms which cry aloud for attention. The great bulk of the hundreds of millions who constitute the population of China have not the slightest interest in these Treaty issues. They want relief from oppressive taxation and exploitation, freedom from civil war, and the enjoyment of individual liberty which is the common lot of the masses in all civilized countries. This great majority exist on the verge of poverty such as is unknown in most other lands, and the Nationalist Government will never be able to say that it has any realization of its elementary obligations until it has begun to make some effect to relieve the toiling masses of China.

A Shanghai writer, commenting on this question, declares that the internal work of the Nationalist Government is one long list of failures. No-one, he says, is misled by orders and proclamations ranging from the return of foreign and Chinese property wrongfully seized by military and civil officials to regulations governing the length of skirts and the wearing of ornaments. "The internal affairs of the land," adds this commentator, "are in an appalling state. Trade is hampered on all sides; communications are in a dreadful state of chaos, and it could not be otherwise when authorities in the various provinces, and even in individual provinces, are at sixes and sevens. So far as results tell us anything, little or nothing has been done to bring even a semblance of order out of the ever-increasing chaos. Travel and residence in the interior are so unsafe that many missionaries dare not return, and the few who have dared, seeking only to carry on their humanitarian work, do so

under conditions almost unbelievable. This is a mild and restrained category of the existing ills in interior China." It is, as this writer remarks, only human nature that the young men imbued with the Nationalist spirit should bring forth the things they have learned, or partly learned, abroad and try to put them into effect in China, but they forget that they are trying to hustle China into the tested and tried methods of other lands, oblivious of the fact that you cannot career along at fifty miles an hour until you have at first learned to drive at twenty miles.

It is, as we say, quite right and proper that the Nationalists should tackle the Treaty problems, but these are not nearly so urgent as the domestic issues. For centuries now, Chinese Governments have been in the habit of issuing all manner of high-sounding decrees, promising internal reforms. If a tithe of these had been put into effect, China would be a much happier and more prosperous land than it is at present. But the process still continues; even under Nationalist rule, and neither the people to whom the reform decrees are addressed nor the officials issuing them believe for a moment that they will get beyond the paper stage. It is time this playing at governing ceased. Until it does, the Nationalist efforts to secure a better status for China in the comity of nations will be of small avail.

Middle East Fears.

The breakdown of the Jeddah negotiations between Sir Gilbert Clayton and Ibn Saud, the ruler of Iraq, is a development as unexpected as it is vexatious. Of British mandated territories, this has always been one of the most troublesome, and we have resigned ourselves to the occasional incidence of new aspects of the situation. Recent reports, however, have been sedative in effect, and a settlement of the frontier question and other outstanding differences had been awaited with confidence. We can only suppose that the headstrong, ebullient Wahabi King of the Hadjaz finds manipulation of the olive branch a little wearisome, and feels the urge to go on the rampage. The truculent old warrior is affected this way periodically. The British authorities have many times had reason to commend his moderation and broad-mindedness, and in the next minute, almost have been set to wondering whether it is possible they are treating with the same personality. But, if we may make use of an expression hallowed by the War, Ibn Saud has tried to "come the old soldier" far too often and the time is ripe for inducing him in some form or other, to show a little more respect for the British Mandate. We are not beyond hope that the present rupture will be healed without disaster. On the other hand, there is a possibility of the development of a serious crisis, while a very real danger exists that there will be a recurrence of the terrible Wahabi raids of February last when property was wantonly destroyed and hundreds of innocent desert tribesmen were massacred. The necessary precautions are being taken by the Royal Air Force establishment in Iraq and raiders will be accorded a warm reception. However, our chief concern at the moment is the failure of Ibn Saud to meet the British representative on the issues at stake. Britain has shown her goodwill on numerous occasions, and we apparently take no offence at Ibn Saud's disdain for the Treaty of Jeddah. It should not be forgotten that Britain, in 1925, cancelled Iraq's capital debt of £1,000,000 on account of roads, bridges and telegraphs, and furthermore, have subsidised the King of the Hadjaz to the extent of over £500,000. A withdrawal of his pocket-money suggests itself as an excellent method of education.

The secretary of the Hongkong Male Voice Choir announces that the Committee recently met and decided that it was hopeless to attempt to keep the choir going owing to the lack of interest shown. The balance in hand, \$31.60, has been given to the Institution for the Blind at Kowloon and duly acknowledged by Miss Moritz, the Superintendent. The music has been presented to the Hon. Conductor, Mr. F. White, as a small recognition of his services during the time the choir was in being.

DAY BY DAY.

WOMEN HAVE MORE STRENGTH IN THEIR LOOKS THAN WE HAVE IN OUR LAWS AND MORE POWER BY THEIR TEARS THAN WE BY OUR ARGUMENTS.—Saville.

The health return for yesterday shows one Chinese case each of small-pox and typhoid fever.

It is notified that the name of the Cafe Regent Company, Limited, has been struck off the Register.

It is notified that Mr. Tang Chingong has been appointed by the Court of the University to be a Life Member of the Court.

Quarantine restrictions imposed against arrivals from Peking on account of bubonic plague and cholera have been removed.

About Hong Kong.

Do you know that—

Hongkong's first timber pier was erected in 1837?

This was at Spring Gardens, Wanchai, for the godowns of Messrs. McGregor and Company. All former piers in the Colony had been built of bamboo. This new pier jutted out into Wanchai Bay for a distance of 260 feet, and gave a low-water depth of 25 feet.

It is interesting to note that the Wharf and Godown Company was formed in August, 1871, to utilise pier and godown properties at Wanchai.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th August, at 10 o'clock in the forenoon.

His Excellency the Officer Administering the Government has appointed Mr. Edward Lloyd Jones to be an Assistant Government Marine Surveyor.

The silk forwarded from here by the Empress of Asia on the 18th July arrived in New York (St. John's Park) on the 8th August, having been 21 days in transit.

This morning fines of two dollars each were imposed by Major C. Willson on two Chinese who were arrested for gambling in Upper Lascar Row and in Stanley Street respectively. The police seized 84 cents at these two places, which the Magistrate consigned to the Poor Box.

A complicated case in which a Chinese named Lee Yui Tong is alleged to have acquired two diamond rings valued at \$900 from Lam Chung Ming, and converted them to his own use was heard before Major C. Willson at the Central Magistracy yesterday afternoon. After a lengthy hearing, the case was adjourned.

Three sales of Crown land are to take place at the P. W. D. offices on the 27th instant. These are Kowloon Island Lot 2133, situated at Mongkok, for which the upset price is \$3,964.50; and New Kowloon Island Lots 1151 and 1152, situated at Shamshui, for which the respective upset prices are \$5,792.50 and \$5,192.50.

A remand of forty-eight hours was granted by Major C. Willson this morning in a case in which an Indian named Rullah Shah is charged with vagrancy. The police said the defendant arrived from Canton early this morning and the remand would enable them to make further enquiries about the man. Moreover, added Sub-Inspector Elston, the defendant badly needed a bath.

EXCHANGE RATES.

London, Aug. 10.

Paris	124.20
Brussels	32.80
Amsterdam	12.10 1/2
Berlin	20.88
Copenhagen	18.105
Vienna	34.425
Helsingfors	103
Lisbon	2 1/4
Bucharest	79 1/2
Buenos Aires	47 1/2
Shanghai	2/8
Yokohama	1/10 1/2
New York	4.85 1/2
Geneva	26.22
Milan	32.80
Stockholm	18.105
Cairo	12.105
Prague	103 1/2
Madrid	29.105
Athens	37 1/2
Rio	5.29 1/2
Bombay	1/6 29/32
Hongkong	2/0 1/4
Silver (spot)	27 1/4
Silver (forward)	27 1/2

—British Wireless.

LETTERS FROM HONGKONG.

17.—A Day in the country.

We are parked by the roadside overlooking some market gardens. Mary sitting uncomfortably sideways in the car, her easel insecurely propped on the camp stool, her sketching umbrella stuck through a slot in the windscreen and twirled like a top by the breeze of every passing car, but each time coming miraculously to rest facing the hot sun. She is painting some orange hills on the other side of a pool. All round the pool in the pink earth is an irregular pattern of pale green lettuce, blue green cabbage, yellow flowers, and heaps of grey granite. In the distance a bare granite range rises on either side of a pass, and its pale mauve heights look down on us over our nearer orange hills.

Pesant women in black saten coats and trousers, and enormous straw hats with broad frills hanging from their circumference, are working here and there in the gardens. Their principal task is watering. They carry two large wooden buckets slung from the ends of a pole carried over the shoulder. The buckets have spouts and roses like watering cans and a handle across the top by which they are depressed and steered, while the gardener trots along each narrow strip of garden. The process supplies not only moisture but food, for after each bucket has been filled at the pool, there is measured into it, from another bucket, a proportion of the by-products of the village sanitary system.

It is always considered dangerous to eat green salad in China.

Behind us is an ever changing crowd of small boys, talking quietly in a language that sounds extraordinarily like Welsh, and accompanied by a perpetual tiny shriek from millions of crickets in the grass around us. From the distance come musical hawkers' cries, and the notes of a Chinese pipe, juggling plaintively with a queer unsymmetrical tune.

Lying back on the burning upholstery of the car, surrounded by loveliness and attractive noises, my mind plays back over fleeting visions of these first crowded weeks of new experience.

Days amongst the crumbling hills... Is this granite really decomposing, or is it in process of formation, growing, normally at a great depth, under pressure from the constituents around it? After a day's rain, I picked up a handful of the softer pink stuff in which the solid granite boulders are set. It could be moulded in the hand like putty though full of crumbled quartz. Is this the cement that eventually binds the granules, or just a foreign clay?

My first night in the open I slept fitfully, waking often with the impression that someone had crawled in by the open door of the hut to investigate the newcomer. At three o'clock I sprang out of bed on seeing that, though there was no wind, the rolled up rush blind over the entrance was swinging slowly to and fro. But I looked upon a blank and sleeping world. Also nothing was missing in the morning. On subsequent nights I slept soundly, and still I lost nothing. A military friend told me of a young officer who had awoken in the same way, but had actually seen a man crawling on hands and knees outside his door. He threw himself on the intruder and had nearly strangled him in the dark before discovering that it was his unit commander, whose tent had collapsed and who was endeavouring to make it stand up again.

Here I also made the acquaintance of (a) a piece of grass about five inches long which, when I went to flick it off my coat, walked away on its own legs, (b) a snake five feet long that whisked past me in the paddy fields, and (c) the water buffalo, a horrible grey creature with skin like a pig, a long snout, and artistically laid back horns, that sniffs ominously at Europeans and can travel across soft ground very much faster than a human being. Up in the Tangle of hills by Smuggler's Pass we found a tribe of monkeys playing happily in the tops of the trees. They say a tiger has been seen in those parts. Mary says she would terribly like to see just its tail, some way away.

The health bulletin of Eastern ports for the week ending August 4 is as follows, figures in parentheses denoting the number of deaths. Plague.—Port Said 1, Aden 1, Bombay (2), Rangoon (7), Calcutta (8), Madras (50), Rangoon (5), Vizagapatnam (6), Port Darwin 2 (2), Manila 1, Bangkok 1, Shanghai 2, Small-pox.—Bombay 19 (9), Calcutta 10 (9), Madras 9 (2), Negapatnam 4, Rangoon 1 (1), Port Darwin 4 (4), Belawan Deli 5 (2), Pontianak 3, Pnom Penh 1 (1), Shanghai (1), Dairen 1 (1), Port Arthur 1 (1).

Glorious little coves with pale, shining, shell-strewn beaches, framed in rocks and fringed with palms and tall feathered grasses, where we bathed in clear, still, blue-green water,—fresh in the early spring, but not with the shattering chill that makes bathing in England such a hair-raising performance.

Shanghai baths... Thick earthenware tubs, big enough to sit in comfortably, with a small hole at the bottom that one closes with a cork. When you pull out the cork, the water runs out on to the cement floor of the bathroom and escapes through a hole in the wall. This is the very select boarding establishment which for a short spell we looked upon as home. At present we live in a fine new house with drains and "flush." All the best new houses in Hongkong are advertised as "flush." But in those days our quarters consisted of a small room where we kept our clothes, and a large verandah where we lived. Our boxes were parked on the landing.

Through the wooden partition of our verandah came very little conversation. Indeed the atmosphere in our next-door neighbours' flat would seem to have been somewhat strained. Mary was, one day an unwilling eavesdropper on what must be rather a peculiar conversation even for the East. Master was discussing his wife with a wholly respectable lady who had but recently arrived from England.

"What I say is," said he, "a wife should stay with her husband and help him at all she can. Why can't she entertain, here, same as other people do?"

"Well," said the lady, "I don't want to be disagreeable, but I have noticed that when we have been here to ten, you have sat in your chair, glum, and have never said a word."

"That's not the point. She's always going out. People ask her without me—tennis, tea, dancing. I know what's going on. And mind you, when I mean a thing, I mean it. I never forget and I never forgive. What I say is, it isn't right. Why can't she own up she's in the wrong? Then we can start fair."

"But you go out yourself. We've been round here in the evening, and she's been in and you've been out, at the Club or wherever you go—"

"Ah, that's not the point... It so seldom is."

And how different the outlook of L, as related above, to that of his neighbours on the further side, the male portion of which family is, I believe, known as Fudge.

Mrs. L, coming down the stairs with Fudge one evening, according to her own relation to our friend Mrs. N, gave him a kiss, and he gave her a kiss—just a quiet, well-bred, good night kiss—only unfortunately Mrs. Fudge turned out to be looking over the banisters. Mrs. L said it was very awkward. She felt she ought to say something; so she said to Mrs. Fudge, "I hope you don't mind."

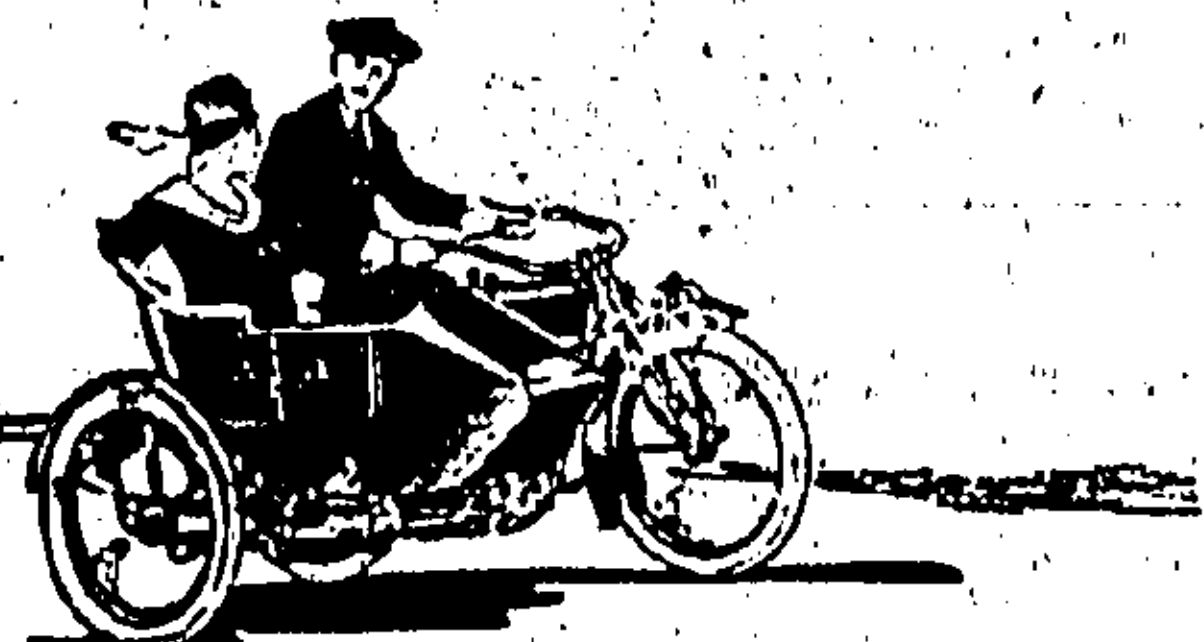
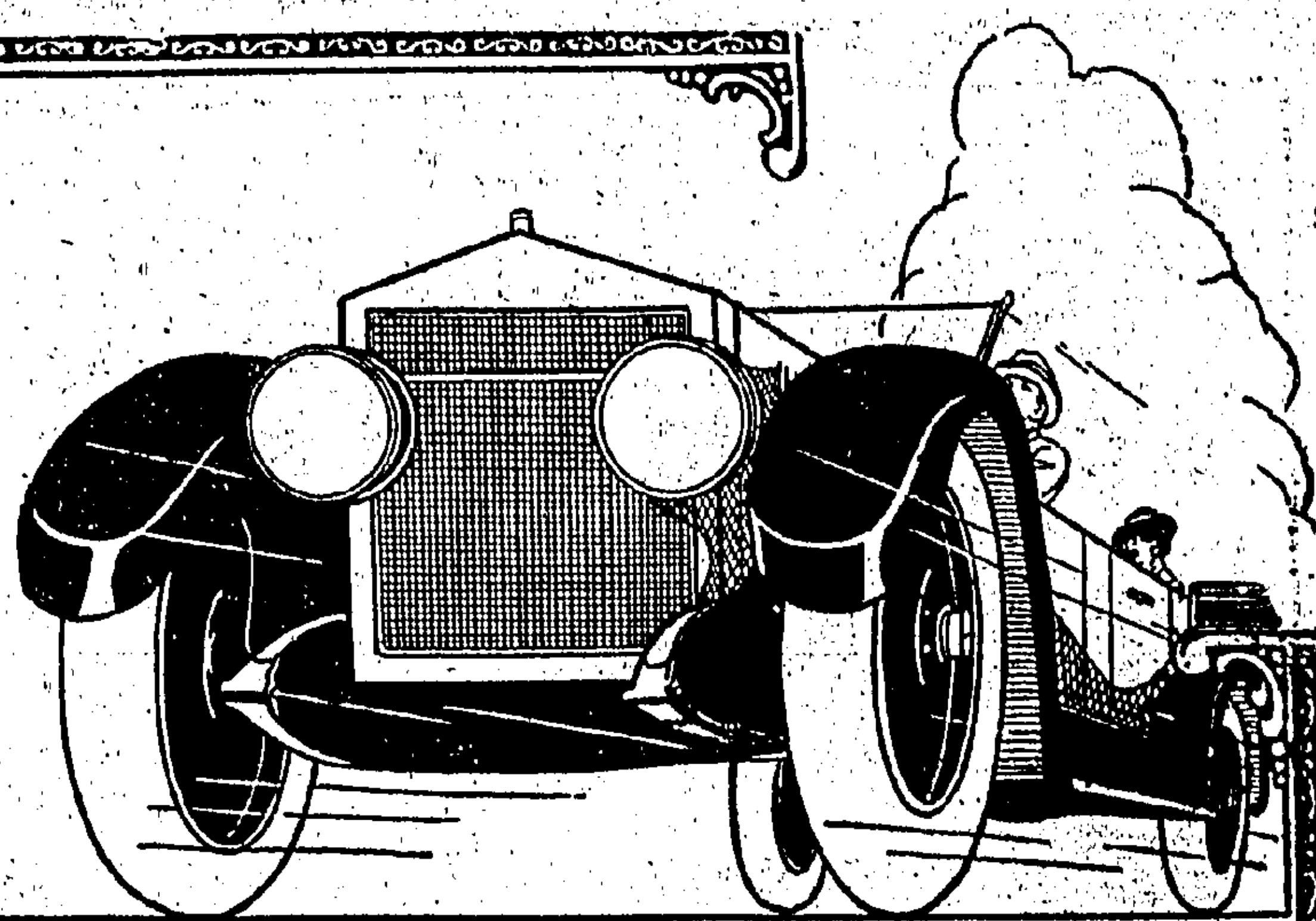
"Oh, not at all," said Mrs. Fudge. "I think it is a very good thing. The more he goes about and takes ladies about and amuses them, the better. It will improve his manners."

These are true stories. They have, as you can see, small bearing on the Military versus Civilian problem; I have indeed no intention of telling you to which class the principals belong. I quote them partly for your amusement, and partly because I think they seem to show that there are, amongst some people in Hongkong, laws of cricket, ethical standards, conventions of behaviour, or what you will, which differ in some respects from those to which other folk are accustomed. I think these other folk may not be too rashly blamed if they display a certain hesitation before plunging too irrevocably into any light-hearted whirlpool of welcoming entertainment. There are no doubt similar strata to be found in the many layers of society at home, but there is more room. We are not so jostled against one another, and the differences in outlook are not on that account so startlingly obvious.

A reader writes to say that at four consecutive whilst drives in Hongkong this week, he had had three booby prizes and one second. "Is this a record?" he asks.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 11th AUGUST, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Licences Issued.

The traffic office and accounts department have been having an extremely busy time for the last five weeks in coping with the demand for new licences. Enquiries made elicited the fact that during the month of July licences were issued for 850 private cars, 289 public cars and 315 motor cycles. In addition, during the month of June, 29 new private cars were licensed. When all drivers' licences have been issued these will total approximately 5,000. Although five weeks have elapsed since the licensing season commenced there are still a considerable number of motor vehicle owners, both private and public, who have not yet renewed their licences. Now that the pressure of work is slackening these people will receive attention shortly and they are asked to take out their licences at once.

Lorry Passengers.

Apologies of our recent note in this column on the dangers of allowing coolies to ride on the top of heavily-laden trucks, we regret to note that it was necessary to hold an inquest on Tuesday last into the death of a coolie who was killed by falling from a loaded lorry. It was proved by the evidence that, although the lorry was travelling at a reasonable speed, the man fell off while it was rounding the corner at Arsenal Street, he having been perched up on the top of a heavy load. The jury could do no other than return a verdict of "Accidental Death," and it also saw fit to add a recommendation that boxes and other loads that are piled high on lorries should be properly secured by cords. It was doubtless the swaying of the packing cases that caused the man to be unseated. But we think that the jury might have gone a little further, and have recommended that riding on the top of lorry loads should be altogether prohibited. The other day in Wanchai we saw a builder's lorry loaded up with all manner of material, and just as it was about to start, at least a dozen coolie men and women scrambled aboard, some clinging to poles, others sitting on the top of insecurely stowed boxes, and some even standing on the running board. The affair was palpably dangerous to all concerned. And as the Chinese seem unable to exercise reasonable discretion in this matter, it would be better strictly to prohibit passengers on loaded lorries rather than let workers expose themselves to such obvious dangers, and, incidentally, endanger other road users. Lorry users would have to find another and safer way of transporting their labour from point to point.

Dangerous Advertising.

There is another dangerous practice to which we should like to call attention, and that is the elaborate dressing up of either a motor car or a lorry for advertising purposes. Last week we noticed a motor vehicle, the whole of the body of which had been covered in and the outside of which was plastered with cloth signs affixed to long bamboo poles. These strips of cloth flapped about in the wind, and the poles on which they were fixed sometimes projected over the side of the vehicle—a danger to passing traffic and pedestrians. The view of the driver (except straight ahead) was thoroughly obscured, and the whole contraption was an eyesore. There can be no objection to a motor vehicle being used in a reasonable way for advertising purposes, but there should be a regulation to stop its transformation into a positive road danger, as some of these Chinese decorated vehicles undoubtedly are.

Traffic Diversion.

Owing to the re-laying of the tramway track at the corner of the City Hall in Des Voeux Road Central, the junction of that road and Jackson Road has been closed to west-bound traffic. The lines nearest to the City Hall are being first dealt with, following which the lines nearer the Law Courts will also be re-laid. We understand that the whole of the work will take some time. During the first part of the work, westbound traffic is being diverted by way of Queen's Road and Wardley Street, and during the second half of the job, eastbound traffic will similarly have to be diverted.

Forthcoming Tattoo.

All those who anticipate entering cars for the decorated car competition should make a note of the fact that the dates have again been altered, and that the venue of the Tattoo has been changed from Happy Valley to Sookunpoo. A typographical error was made in this column last week in reference to the nominal entrance fee which is being charged for the competition, the figure of \$1,000 being given instead of the more modest \$1. We think that \$1,000 could hardly be described as "nominal" and the error was, fortunately, self-evident. Anyhow, for the sake of clarity, let us repeat that the entrance fee is \$1. Although the Tattoo is a long way ahead so far as the question of traffic arrangements are concerned, we learn that in anticipation of the heavy vehicular and pedestrian traffic, the authorities are already giving the matter serious consideration. Of course, parking will be a big problem down at Sookunpoo and there will have to be a strict scheme of regulation for cars arriving and leaving. So far as this end of the town is concerned there should be one-way traffic to and from the venue. Cars going to Sookunpoo should go by way of Arsenal Street and Praya East, and those leaving Sookunpoo should be made to travel by way of Leighton Hill Road, Morrison Gap Road and Queen's Road East. Certain it is that the Traffic Department will have a very busy three nights, and it is to be hoped that motorists will fully co-operate in any scheme which is designed for their benefit.

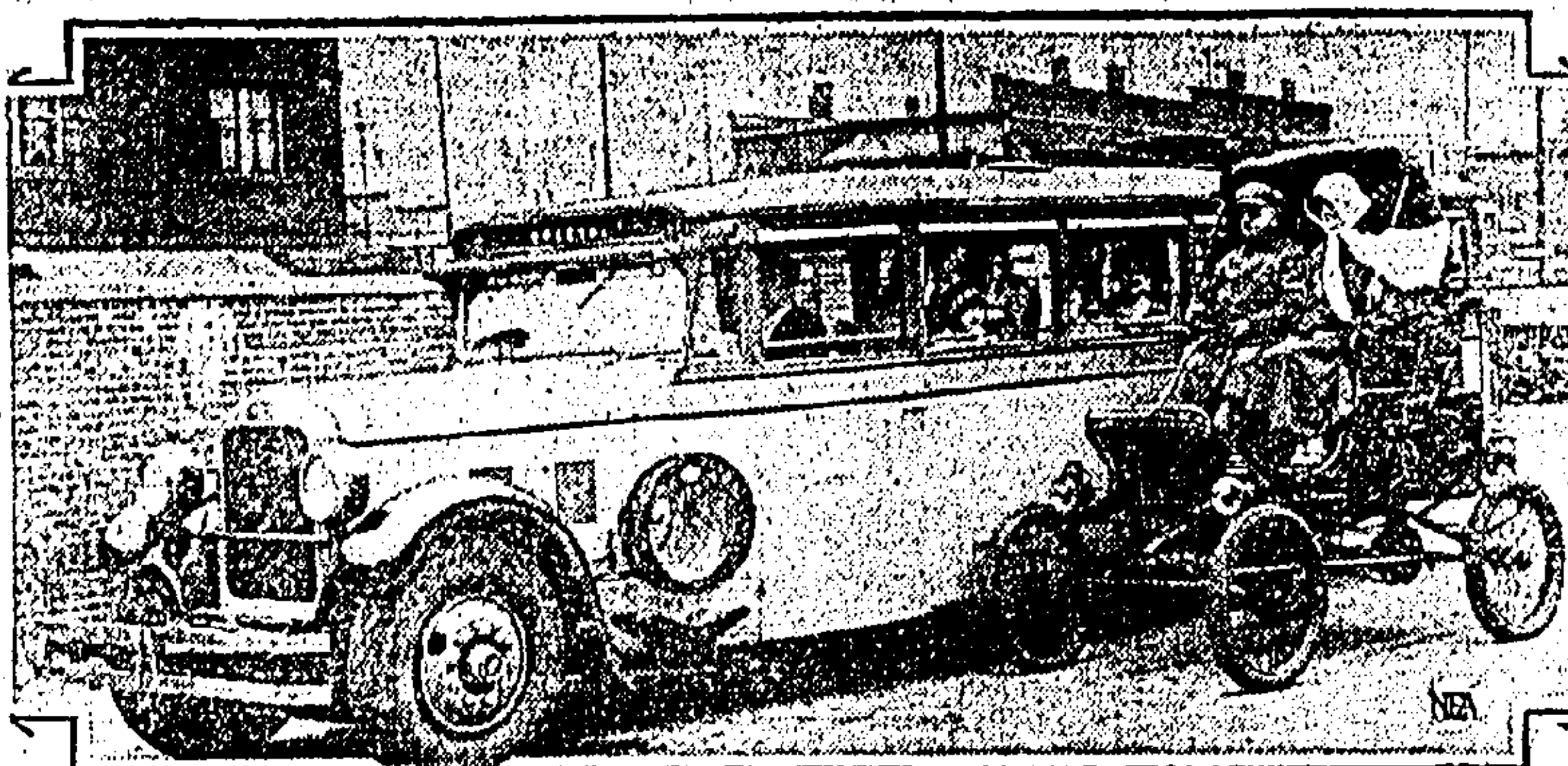
Passing the Beacon.

Our attention has been called to the fact that the majority of cars passing the beacon, at the Peider Street-Des Voeux Road junction, do so far too quickly, especially seeing that the beacon is put there for the express purpose of warning them to go slowly. It is a very busy corner, with streams of pedestrians crossing both ways and with tramcars setting down passengers. When approaching the beacon, all cars should be throttled down to "dead slow," but at present many drivers dash past, continuously sounding their horns though that of itself gave them undisputed rights. Fortunately, but few accidents have occurred at this spot, but the other evening two public vehicles were in collision, doubtless due to fast driving. There should be no danger of collision on this wide corner if there were careful driving all round, and we would like to see the police take strong action against anything in the nature of thoughtlessness or recklessness at this main junction in the city.

Number Plates.

We are asked to draw the attention of motor owners to the fact that quite a number of vehicles have number plates which are not in accordance with the regulations. Plates should be of an approved design—black figures on a white background. Some owners have had their own "posh" plates made that do not conform, and they are liable to prosecution. Whenever a

A QUARTER CENTURY OF AUTO EVOLUTION.



Only a little more than a quarter century old, the "buggy" shown in this picture has been consigned as a historic relic to the Smithsonian Institution. Alongside the comfortable bus, it shows how fast the auto has progressed. It is the first product of what is now the White Motor Company of Cleveland—a White-Stanhope steamer. The bus is the last word in White design.

THE 1928 OUTPUT.

Seasonal Decline in U.S.

Detroit, July 7.—The seasonal decline of automobile production with a corresponding percentage of sales, has set in. This reflects no serious condition in the retail trade, but is following the usual mid-year trend. In some cases this decline is the result of changing models, and in one or two others, of preparing to get into production of something new. Inventories, with the usual closing down of operations for one or two weeks, also account for decreased outputs. Packard, which closed down several days ago for inventory, will reopen Monday. Additional equipment has also been installed to increase production, and capacity output is assured in this big plant for an indefinite time.

Hudson-Essex is expected to close early in July for two weeks for its inventory. Such closings, necessary evils for both manufacturer and employee, are only of temporary nature. Similar closings may be expected throughout July and August. Thus production cannot be expected to step upward in the immediate future. The sales situation continues satisfactory. The 1928 peak is now past and a gradual decline is probable from now until Winter. The Ford plants are showing activity and developing speed slowly but surely. Semi-official reports are that the daily output is within sight of the 3,000 mark, with daily orders being booked in excess of the daily output.

For the first week this year—a period nearly of six months, a decrease in the number of men employed in the automobile plant was reported by the employers' association. The number, however, was only 273, leaving a total of 268,197. This number is 71,094 greater than for the corresponding week in 1927.

A noticeable increase is developing in orders for trucks and in some plants overtime schedules are in effect to supply the unusually heavy demand at this season of the year.

The used car business is somewhat below normal, dealers reporting an oversupply of good "buys" which they anticipate will be absorbed within the next few months, but with the opening up of the Fall campaign the used car market will again become congested.

car or other motor vehicle is licensed, the Police Department is always in a position to supply the correct number plates and there is therefore no necessity for owners to have them made. Notices are going to be served on owners who sport the fancy type of plates, the reason for the desired change being that the irregular plates are not easily distinguishable.

ROAD RACE RECORD.

60 Entries in Great Tourist Event.

The number of cars entered for the great International road race which is to take place near Belovast on August 18 for prizes worth £1,500, presented by *The Daily Mail*, and the Tourist Trophy, the award of the Royal Automobile Club, has now reached the record figure of 60.

The Royal Automobile Club, after careful consideration, has decided to limit the number of entries to 60. In view of the possibility, however, of certain of the cars not complying with the regulations, the R.A.C. is prepared to accept further entries to rank as reserves.

The following is the complete entry list:

Great Britain: Bentley (2 cars), Lagonda (3), Alvis (6), Lea Francis (4), Riley (10), Gwynne (1), Austin (1), Frazer Nash (6), Marauder Special (1), Aston Martin (2).
U. S.: Stutz (2), Ford (2).
France: Delage (1), Bugatti (3), Salomon (4), Amilcar (3), Tracta (1).
Italy: O.M. (1).
Belgium: P.N. (2).
Germany: Mercedes (2).
Austria: Austro-Daimler (3).

THE "ROAD-UP" NUISANCE.

A Useful Home Bill.

A useful little Bill, of unheroic scope, has just been introduced by Lord Montagu of Beaulieu into the House of Lords. It is called the House Protection Bill, and its simple purpose is to abate the nuisance from which London and other urban traffic now suffers in consequence of the incessant tearing up of the streets. At present, a number of authorities have the right to take up the roads at their sweet will. Lord Montagu's Bill would prevent the laying of further pipes and wires under the existing roads, and would prohibit altogether such laying under new roads. This would at least set a limit to the extension of a bad system, and the proposal should be secure of Parliamentary and public support. It may be difficult to discover a complete remedy, but it is clearly time that the problem was faced; and Lord Montagu's Bill, even if it does nothing more than induce the authorities to interrogate themselves, will have amply justified itself. After all, the highways are in these days not utility services, and they ought not to be left to the mercy of an assortment of "undertakers."—*Morning Post*.

CAR CONQUERS DESERT.

Where White Men Never Trod.

Cape Town, July 5.

Captain Clifford's pioneer motorcar expeditioners, after crossing the Kalahari Desert, reached the Victoria Falls, on the Zambesi, to-day, the journey having taken 12 days.

They are the first white men to accomplish the journey across the desert.

More than once the expedition narrowly escaped disaster. They arrived practically without water. They had just missed being caught in a bush fire.

For four nights the party had no sleep, and their guides were often useless through fatigue and sickness.

Seeking a route between the rich cattle country in Northern Bechuanaland and the South African Union, the company of pioneers surveyed sites for wells and formed the opinion that submerged water exists.

They visited the mysterious Lake Ngami, which is believed to be part of what was once a great inland sea, and they crossed the beds of extinct rivers which must have been comparable with the Zambesi.

Giraffe, elephant, wildebeeste, ostrich, zebra and lion were encountered.

Members of the expedition state that they have exploded the theory that the Kalahari Desert is a breeding ground for locusts.

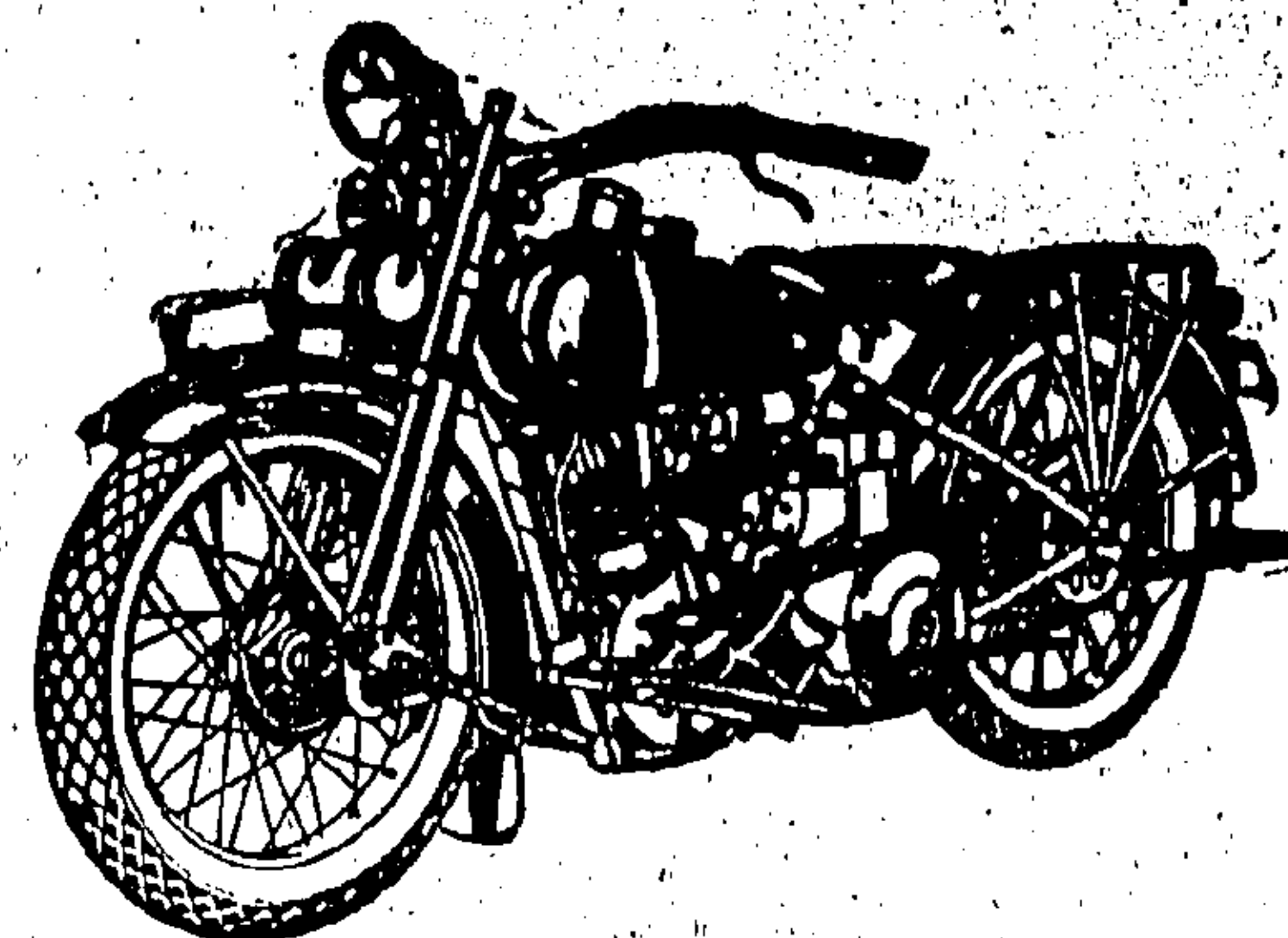
Captain Clifford's route was, roughly, north-westward from the Mafeking area, and then north-eastward to the Zambesi at Victoria Falls, about 800 miles.

NEW WHIPPET SIX.

A Low Priced Car.

The Willys Overland Co. have lately introduced a light 6 cylinder car of 23.4 h.p. developing 43 h.p. at 2,800 revolutions. A notable feature of the new Whippet 6 cylinder, Model "98", will be its 7-bearing Crank Shaft, a refinement at present found on only the most expensive cars. The Whippet "98" will be the least expensive 6 cylinder car in the world.

The first demonstration models have just reached the local Agents, Messrs Gilman and Co., Ltd. and they are now in a position to accept orders for shipment during August from the factory and are able to announce the following astonishingly low prices:—
5 Seater Touring Car (fully equipped).—HK \$1,195.00.
4 door Sedan Car (fully equipped).—HK \$2,800.00.



**THE LATEST 1928
HARLEY-DAVIDSON
COMBINATIONS
AND
HARLEY-DAVIDSON
SINGLES
OVERHEAD VALVE MODELS
ARE NOW IN STOCK**

PLACE YOUR ORDER EARLY.

THE GASCON MOTOR CO.,
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

**More cooling
spins at lower costs
on Goodrich Tires**



**Goodrich
Silvertowns**

"Best in the Long Run"

Cool night air feels mighty good when you "step on the gas" after a hard, hot day—and it feels twice as good when you know you're riding at the lowest cost per mile!

More mileage, built into Silvertowns, gives you a lower cost on your tires for pleasure or business. Strong, flexible sidewalls—tough, road-gripping tread—long life in every ounce of rubber—that's the answer to tire economy!

Sole Agents:

UNIVERSAL MOTOR & SUPPLY CO.

61, Des Voeux Road, C. Telephone C. 4915.

All sorts of Automotive Accessories also in stock.

CHINA UNDERWRITERS, LTD.

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To be "As Good as Buick" a car would need to have.



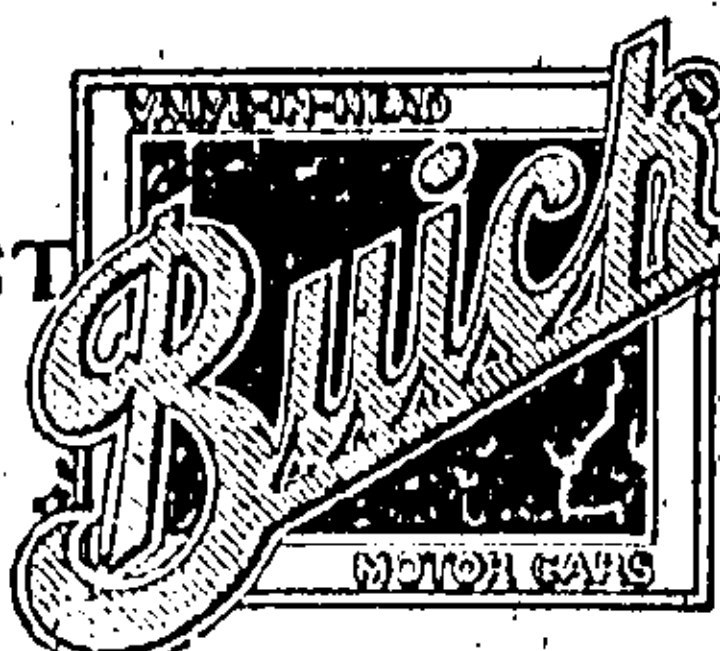
A Six-Cylinder Valve-in-Head Engine
A Vibrationless Engine—with all mountings of resilient silencing rubbers
A Triple-Sealed Engine
A Vacuum-Cleaned Crankcase
Automatic Heat Controls
Thermostatic Control of water circulation
Sealed Chassis
Torque-Tube Drive
Automatic Lubrication of engine, universal joint and fan hub
One piece, I-beam Front Axle
Cast-iron Rear Springs
Fisher Body with V. V. Windshield
Duo Finish
Ten-Plate Multiple-Disc Clutch
Controllable-Beam Headlights
Mechanical 4-Wheel Brakes
Balanced Wheels



Buick leads in every essential of complete, luxurious motoring—more today than ever before. When anyone says "as good as Buick," he must be thinking only of price. Buick shares its price with many cars, but its value with none!

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM!

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Telephone Central 1246 ... 33, Wong Nei Chung Road.
Telephone Central 3500 ... 33, Des Voeux Road Central.

STUDEBAKER'S New ERSKINE SIX Royal Tourer

THIS new thoroughbred open model is the latest example of Studebaker's engineering genius. It will open your eyes to the great pleasure now possible with low-cost motoring.

The new Erskine Six Sport Tourer is fitted with a powerful six-cylinder engine—sparing of petrol, generous with performance. An Erskine Six sedan, in an official test, raced 1298 miles in 24 hours! You can imagine the easy 60-mile gait of this spirited tourer.

See this new Tourer today! Soon, because of its high performance and low price, it will be the talk of the town.



THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

**STUDEBAKER'S
ERSKINE SIX**

THE THRILL OF THE FAST CAR.

The Importance of Mood.

Where is the line of demarcation between "fast" and "really fast" cars? Is it at 60 m.p.h., 70 m.p.h., or 80 m.p.h.? Is it above or below the magic figure of 100 m.p.h.?

There are few makes standard production models which are capable of 100 m.p.h.—perhaps four at most. Half a dozen manufacturers turn out cars capable of 90 m.p.h., and there may be about eight or ten makes which can really do a genuine 80 m.p.h. Quite a number of manufacturers claim, but not too truthfully, that their productions can attain speeds of 70 m.p.h. to 80 m.p.h. with a speed of a mile a minute is within the range of most high-grade modern cars.

The really fast cars of the world are a joy to handle. Conceived by master brains and built by skilled craftsmen, they represent all that is latest and best in automobile practice. Such cars are as safe at 60 m.p.h. as at 6 m.p.h., and are almost as steady on wet roads as on dry.

Barking power proportionate to the speed, feather light steering and perfect road-holding are attributes with which much be endowed every fast car.

Were to Do 100 m.p.h.

Not every motorist can safely handle a 100 m.p.h. car at its maximum. A quick, resourceful brain, good hands and perfect judgment are necessary. Still more essential is the knowledge of what constitutes a safe place for speeding. The place is not in this country; rather is it on the straight, wide Continental roads where high speeds may be indulged; here Brooklands is the only place. But, given the place, the time and the car, the driver must still have one thing—the mood.

This last factor is indispensable. Unless he really feels like a burst of speed, unless he knows that he has the control of the car at his finger-tips at that very moment, the driver is taking a very dangerous and unwise step in keeping his foot hard down on the accelerator pedal. When he is in the mood he derives a glorious exhilaration from the screaming rush of air round his temples, the swift bounds over irregularities of road or track.

So many people, motorists themselves, are completely ignorant of this question of moods. A friend has put up one or two high averages over long distances; or he may (once) have driven a car at Brooklands. Immediately he is dubbed a "speed-merchant." "How thrilling to go so fast!" exclaims a feminine admirer. "People like you ought to be locked up," says a middle-aged man. Because he has once or twice driven quickly, a motorist is believed to go everywhere, at all times, as fast as his car can take him.

Yet this very man may be seen in a 100 m.p.h. super-sports model—trundling happily along at 30 m.p.h. or less, smelling the sweet evening air, listening for the song of birds above the muffled rumble of the exhaust. In a village he may slow to walking pace, and emerging on to a broad arterial road, may still be quite content to meander leisurely, allowing himself to be overtaken by the slow stream of ordinary cars with ordinary drivers.

The joy that comes with the real mood for speeding is great. The very air seems quivering with excitement. One's heart seems to throb a little. The sight of a fast car travelling in the same direction as oneself inspires a glorious enthusiasm—the true feeling of pursuit—and down goes the right foot... down... down... And soon—in a few seconds—the road is a road no longer. It has turned into a twisting, writhing serpent, on either side of which a confused blur of green and hedges. The previously comfortable seat becomes a hard board on which one is bumped and bounced, thrown from side to side, jerked up and down by apparently invisible differences in road contour.

Over the Hills.

Ahead the highway vanishes from sight. The hills, sloping away sharply, suggest that, somewhere ahead, is the sea. But one knows this for an illusion, and reaching the crest, one catches for an instant a broad panorama of green fading into blue-grey, in which the sky seems to predominate.

Then downhill the tyres screaming their song of speed on the black highway, the rush of wind making the music of the exhaust but a faint sound in the distance. So far as the eye can see the way lies straight, straight as an arrow. Half a mile ahead is a black speck with a trail of bluish smoke; it is the car in front.

Only a minute later the opposite hill, which towered like a ladder towards the sky, flattens magically. Is it a hill? ... Is it?

THE AMERICAN MOTOR INDUSTRY.

Some Interesting Statistics.

Perhaps the most encouraging feature of the American business position this year is the motor industry. Last year the majority of the strong units of the motor industry did somewhat better than in the previous year, but the record was spotty. General Motors was, as usual, the principal earner. This great corporation—unquestionably profited from the virtual shutdown of the Ford plants during half of the year, and other makes of low-priced automobiles obtained business which otherwise might not have come their way. Still, the Ford curtailment had a depressing effect on general buying.

Ford got away to a late start with his new model and missed the better part of the spring market. However, the bulk of the business coming in the way of the other companies is theirs by virtue of the appeal which their cars are making to the public. Even when Ford attains full production it is a question whether he will be able to regain his old position. His principal rival is the Chevrolet division of the General Motors Corporation. With Chevrolet at the bottom of its price list and Cadillac at the top, and with four other makes in between, General Motors is now producing about half the motor-cars sold in this country.

Ford's New Model.

A great deal of motor-car buying which ordinarily would have been done last year was postponed to this year because of Ford's plan to launch a new model. Prospective buyers were by no means all waiting for a Ford, but they wished to see what he had to offer. In addition, buying to replace worn-out automobiles runs in five-year cycles, and this year replacements of the big year 1923 are being made. The problem of the ten or twelve leading manufacturers has been to produce enough cars to satisfy the demand. If Ford output continues to grow, estimates of a total output for the year for all makes of 4,500,000 will probably be fulfilled. This will, of course, establish a new high record for motor production in this country. In the first three months production of passenger cars increased 20 per cent. over 1927, although 28 per cent. fewer trucks and commercial vehicles were sold.

In April the rate of gain noted in the first quarter increased, and the leading companies exceeded all previous records for production. Increases are ranging from 10 to 250 per cent. and a record-breaking second quarter is now assured. It is always hazardous to predict motor car sales for the last six months of the year. However, the sustained purchasing power of the public and the favourite crop outlook indicate that less than usual slowing down will be experienced. Fortunately for earnings no drastic price-cutting accompanied introduction of new models this year. Most materials entering into motor construction have not advanced, nor have wages risen. It is virtually certain, therefore, that profits for most companies will be materially higher this year than they were last year.

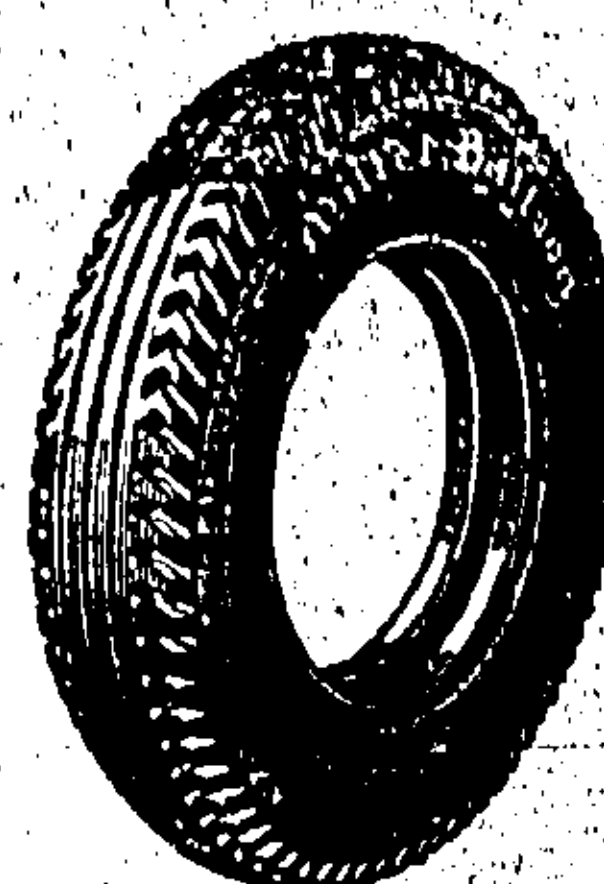
The note of the exhaust lowers. The car is losing speed. Change down? ... Not yet! A glance at the speedometer shows 65 m.p.h. and it seems a crawl. But the needle is dropping back, back. ... Right! Almost hysterically the exhaust note rises as the hand of the revolution counter leaps suddenly an inch further. In goes third gear; the exhaust steadies and is maintained an octave higher. There is dust behind now, and stones flying. ...

The car in front is hidden from view by a slight bend in the road. Shall we see it when we have rounded the curve? ... No, for a little farther the road dips again before rising still more steeply. The Value of a Good Third Speed.

A few seconds later, with another valley opening out before us, we find our quarry only a few hundred yards ahead. On the long, uphill climb our third gear, well suited to the gradient, has enabled us to overhaul it. But now, heading downhill once again we can do no more than maintain our position. Although it has not our speed, the car in front has brakes every bit as good.

Immediately after we have leapt a culvert in the hollow we begin to catch up again. This is a second gear climb and the surface is rough. Every now and then the car gives a little shudder, the note of the exhaust and the whine of the gears rise abruptly and the needle of the rev. counter flickers uncertainly. ... Wheelspin!

But we're gaining, gaining rapidly, and a touch of the horn button sends out a melodious, commanding flood of sound. The man in front swerves over to his extreme left, slows down and waves us past. As we flash by acknowledging his courtesy with a wave of the hand, we catch a momentary glimpse of a brown face smiling behind a thin-rimmed steering wheel. What a topping run!



Tough Stuff

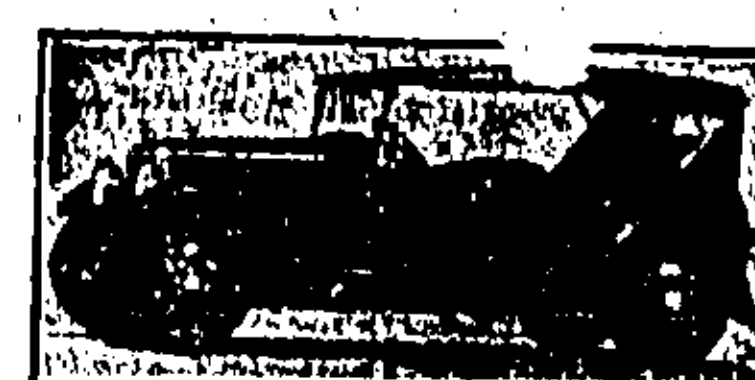
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"Naturally space precludes the full listing of all features but I do want to draw your attention to a number of the outstanding attractions such as:—

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7-bearing crankshaft with hollowed crankpins, Bijur centralized chassis lubrication, Houdaille and Lovejoy shock absorbers, Billex-Nash bumpers and bumperettes, chrome plating over nickel for all exterior metal ware, double-drop frame, one-piece Salon fenders and longer wheelbase lengths. "I don't think anyone will ever want to use all the speed and power the engine delivers. "If my judgment is worth anything you will find it well worth while to-day to examine this new automobile development with the greatest care."

(Sgd.) C. W. NASH,
President, The Nash Motors Company.

WONG SIU WOON,

SOLE AGENT FOR SOUTH CHINA

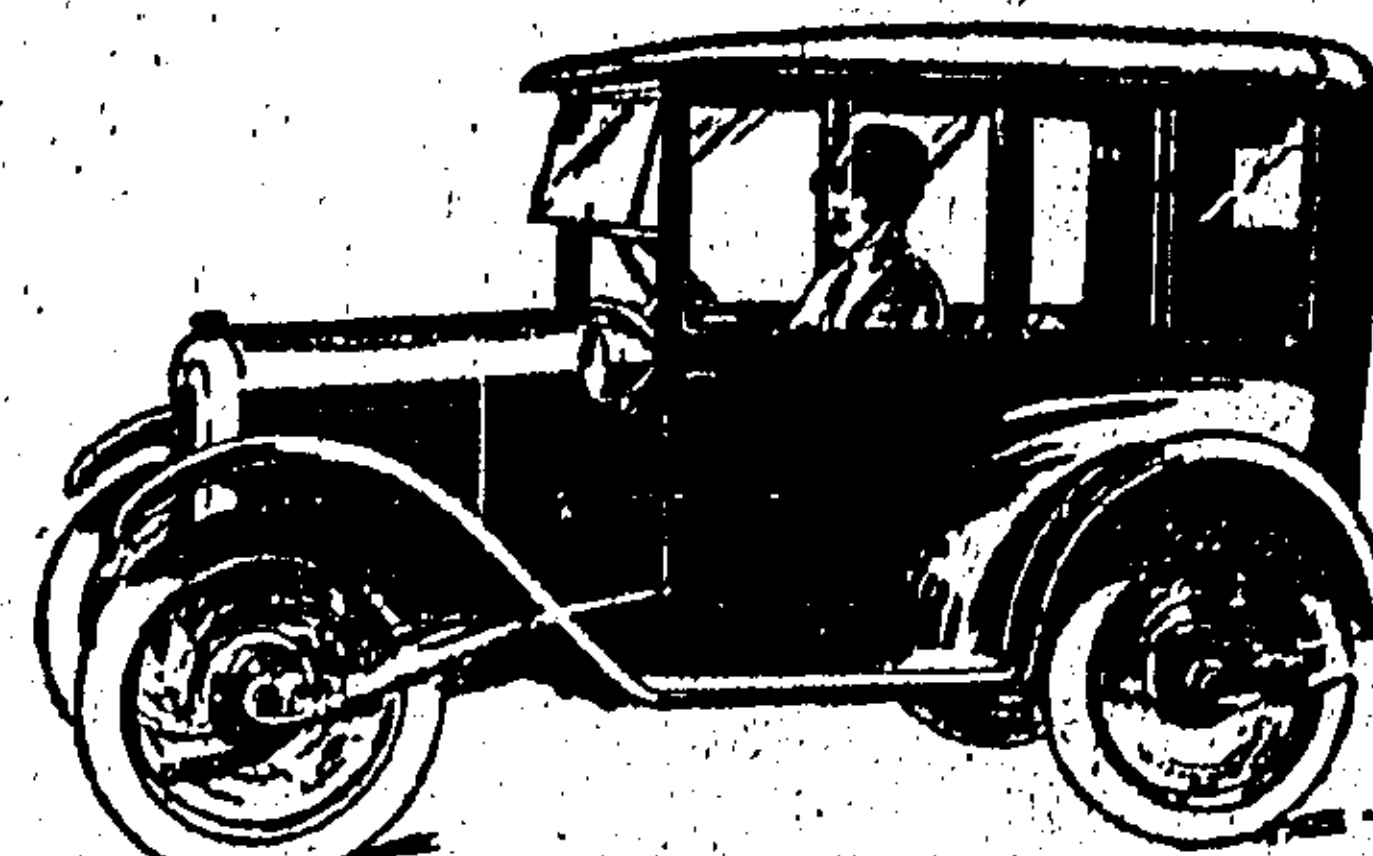
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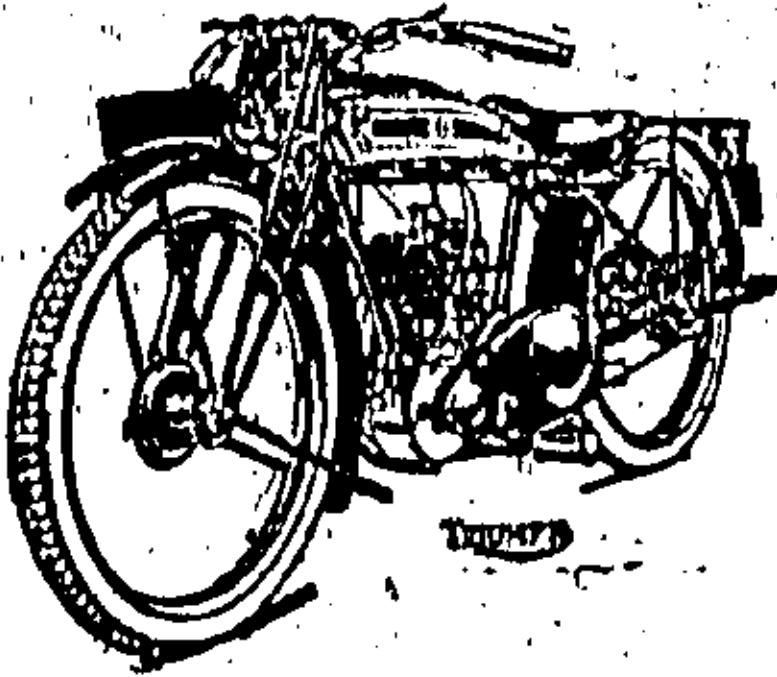
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NEW MOTORING IDEA.

Front Wheel Drive.

I have now had an opportunity of testing the new sports 12-h.p. Alvis car with front wheel drive and each wheel independently sprung, says the *Daily Mail* motoring Correspondent.

It is the first British car embodying these principles to be placed on the market.

This new motoring idea is attracting widespread interest not only among motor engineers but also among car owners.

Front wheel drive is quite simple. The only difference from rear wheel drive is that the driving shafts are coupled to the wheels by means of universal joints (flexible couplings) which turn with the wheels and transmit power through them at any angle. Instead of being at the rear of the engine, clutch, gearbox, and differential are forward of it.

There is no back axle in the accepted sense of the word. With no fixed axle there is no need for a rear differential each wheel being free to travel at its own speed.

Advantages.

There are several obvious advantages of this principle. With so much weight on the front axle one might imagine that steering would be heavy. But the contrary is the case.

With the drive on the back wheels the car is being pushed always in a forward direction. It is necessary to steer against the inclination of the car to travel in a straight line. With front wheel drive the power is transmitted in whatever direction you are travelling. When you turn the steering wheel to take say an acute corner the power is being transmitted in that direction. In other words you are being pushed round the corner.

I made some tests in a private park of cornering and the stability of this car at speed on stiff bends was a revelation.

Another interesting feature of this design is the scope it gives the bodybuilder. He need not allow for the rise and fall of a propeller shaft or the humped casing of the differential and gear box. The car I drove had a two-seater sports body which does not provide the coachbuilder with an opportunity of showing the real value of the principle. But a saloon body on a front wheel driven car should be a most comfortable affair, close to the ground with at the same time plenty of headroom.

The way the two-seater sat down on the road was certainly striking. The springing also impressed me.

By springing each wheel instead of the chassis it absorbs its own shock when it strikes a pot hole, transmitting very little of this to the car itself.

This 30-m.p.h. sports car proved most fascinating to drive. I should like to see the principle adapted to a more modest touring car. One curious effect was the throwing up of stones from the front wheels. These eluded the front mudguards and took the paint off the bottom of the rear mudguards. This will have to be guarded against.

WHEN GEAR REFUSES TO WORK.

Occasionally, when making ready to start in traffic, the gears will not slip into low on the first try. When this happens take your foot off the clutch pedal for a moment, then press out the clutch and try shifting to low again. If the car is on a grade release the brakes and let it roll a foot or two with the clutch in.

NEW BRAKE LAWS WANTED.

The Four-wheel Brake.

Quebec, June 30.—The demand of various states for the installation of two separate brake mechanisms on automobiles, despite the presence of four-wheel brakes, was condemned as antiquated and unreasonable at the semi-annual meeting of the Society of Automotive Engineers here.

It was this requirement that delayed Ford somewhat in the production of his new Model A and forced him to make a decided change in the brake system of the car before it could be sold in some of the states.

Many of the automotive engineers at the brake meeting here expressed their disapproval of such legislation because, they said, it had been drawn up for four-wheel brakes and before the four-wheel brakes had come in.

In a paper on this subject, Prof. E. H. Lockwood, of the Sheffield Scientific School at Yale University, reviewed the entire brake situation in this country.

An Anomaly in Brakes.

"Existing brake laws," he said, "specify that every automobile shall be equipped with two sets of brakes which shall be completely independent. This provision was complied with by all two-wheel brakes."

"With the introduction of four-wheel brakes, conflict of brake laws and brake mechanisms were discovered, in that the two sets of brakes were not, in all cases, separately applied. Thus the anomalous situation has arisen of efficient four-wheel brake equipment violating existing laws, while less efficient two-wheel brakes comply with the law."

Prof. Lockwood adds, however, that some states have already brought their legislation up to date by adopting a new uniform brake law recommended by the eastern Conference of Motor Vehicle Administrators.

"This proposed law permits the connection of both service and hand brakes, but in such a manner that if one fails the other may still be serviceable."

"Critics of this part of the proposed law," Prof. Lockwood adds, "dislike the implication that the service brakes of automobiles of the present high-speed types will fail to such an extent that recourse must be had to the parking brakes."

Driver Is Different.

"Four-wheel brakes have made an important contribution to the safety of automobiles, as the distance required to make a quick stop has been reduced by about one-half and the tendency of the car to skid on sudden application of the brakes has been reduced. The wear of brake linings has been reduced because of twice as much rubbing surface on the shoes."

Of the three parties most concerned with the matter of safety in automobile brakes—the manufacturer, the state and the owner he concludes, the owner seems least concerned.

"It must be admitted that the reputation of the typical user for care of the brake equipment is poor," he says. "He probably will allow the brakes to lose much of their effectiveness before seeking help from the service station."

"This condition would be much improved if a simple method of brake adjustment were devised, capable of giving satisfactory results in the hands of an ordinary driver."

"Even after such brake equipment is available, it will require years for its general introduction. Hence car users must be reminded as persistently as possible of the importance of keeping the brakes in good order."

WHEN TOWING.

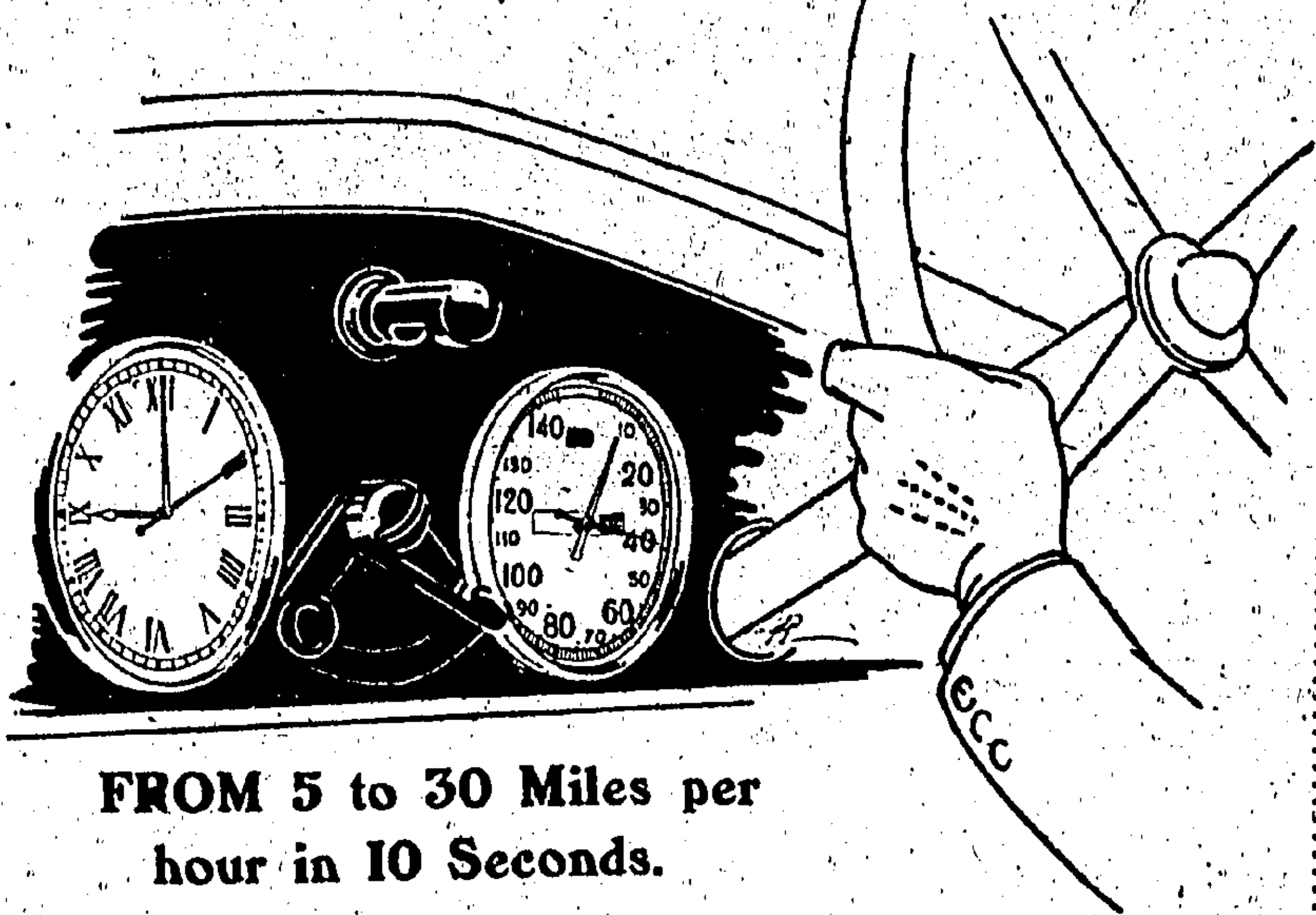
When a disabled car is to be towed or the machine is to be used to tow another car, be very careful where the tow rope is attached or considerable damage will be done to the cars. Do not attach the tow rope to a bumper, radiator, guard, or, in fact, anything else but the main structural parts of the car, such as the front axle, cross members, etc. When the car is to be towed, the best place to hook on the tow rope is the front axle. This will have to be done on the side near the steering knuckle, as the front spring will prevent the rope from being hooked on the same side of the towing car as it is on the front axle of the disabled car, so there will be no tendency toward a cross pull. When towing another car, it is sometimes possible to use the rear axle, but generally there are parts in the way that prevent. In this case attach the rope to the rear spring horns, the rear cross member, or even around the shackles. Do not use the rear bumper or spare tyre bracket. Always start gently when towing a car and always signal the car following in plenty of time when preparing to stop.

JUGGLING WITH GEARS.

A Call for Judgment.

Quite the most difficult part of handling a motor-car is in gear changing, and many drivers of experience cannot tackle the operation with any degree of confidence. At times, more by luck than judgment, they make a perfect change. On the next occasion they meet with failure through trying to adopt exactly the same tactics. Successful gear changes cannot be made by rule of thumb. The driver must depend on his judgment, for the procedure varies according to circumstances. When changing up a slight pause in neutral is necessary before the next gear can be engaged. The duration of this pause depends chiefly on road speed. If the car is travelling very slowly, the lever can be moved straight home after the slightest hesitation. As the speed at which the change is made is increased, so must the pause be lengthened. When ascending a hill a further wait is required, on account of the fact that the car is rapidly losing momentum. On a steep hill, therefore, it is sometimes impossible to make a clean change up. A certain speed must be attained before the car will get away in higher gear. But before the necessary long pause can be made in a neutral, the essential momentum has been lost. In such a case the only way of changing is to jam the gear home. It is much better to continue in the lower gear. On down grades the contrary applies, the pause being far less than that required on level ground. Changing down is an entirely different matter. In the ordinary way any pause in neutral is disastrous. After slowing right down a fair change can usually be made by slipping the lever quickly into position, especially when a four-speed gearbox is fitted. But a change down at speed, so very necessary for good driving, can only be accomplished with double de-clutching. Instead of allowing one of the shafts in the gearbox to slow, as when changing up, its speed must be increased. Providing the clutch is engaged, this shaft can be accelerated from the engine—with the gear lever in the neutral position. The procedure, therefore, is as follows. De-clutch, and move the gear lever into neutral. Let in the clutch again, and accelerate the engine to the required degree. Then de-clutch for the second time, and slip home the gear before the shaft has time to lose its speed. It must be increased in accordance with the speed at which the change is undertaken. Less acceleration will be required on upgrades, and more on down-grades.

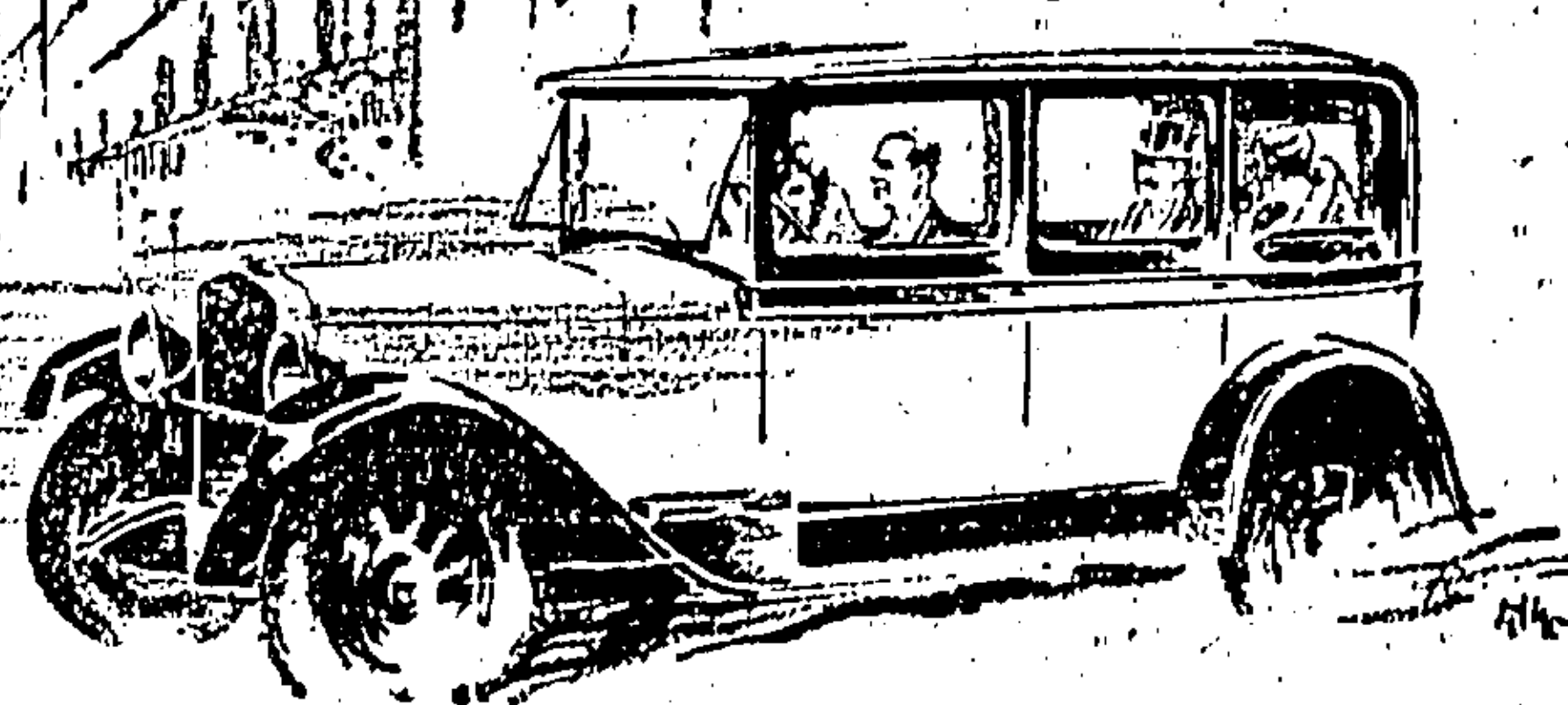
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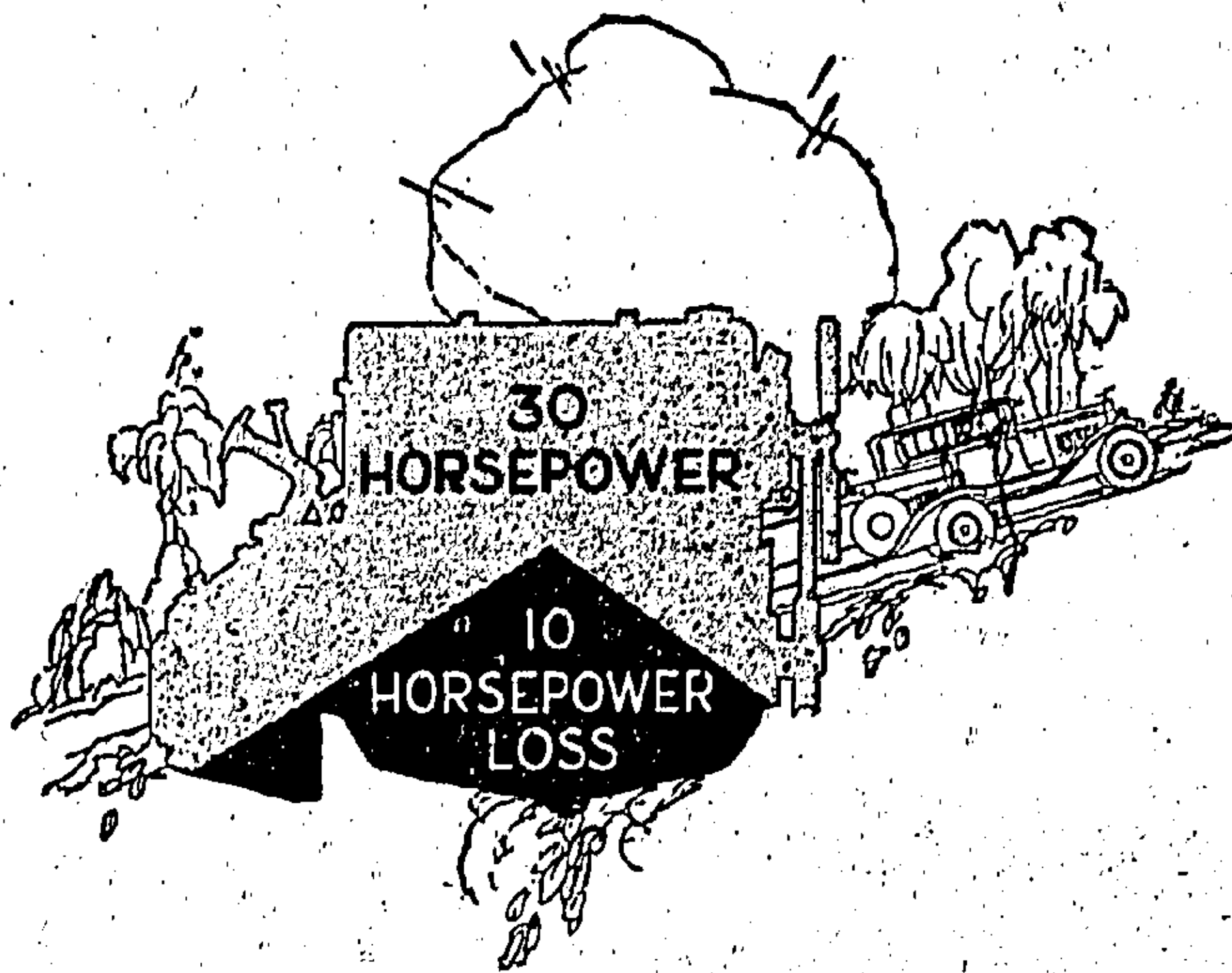


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This Way—Every 1,000 Miles
Change Old Oil for New



Adding a quart or two of new oil to old, worn-out engine oil is like adding clean water to dirty. The clean water soon mixes and becomes contaminated with the old. Used, contaminated crankcase oil should be thoroughly drained off, changed for fresh, regularly, in this way—

First—Remove the drain plug from the lower part of the crankcase and let the oil flow into a pan. Do this when the oil is hot and fluid. Don't drain when the crankcase is cold.

Second—Replace the plug and

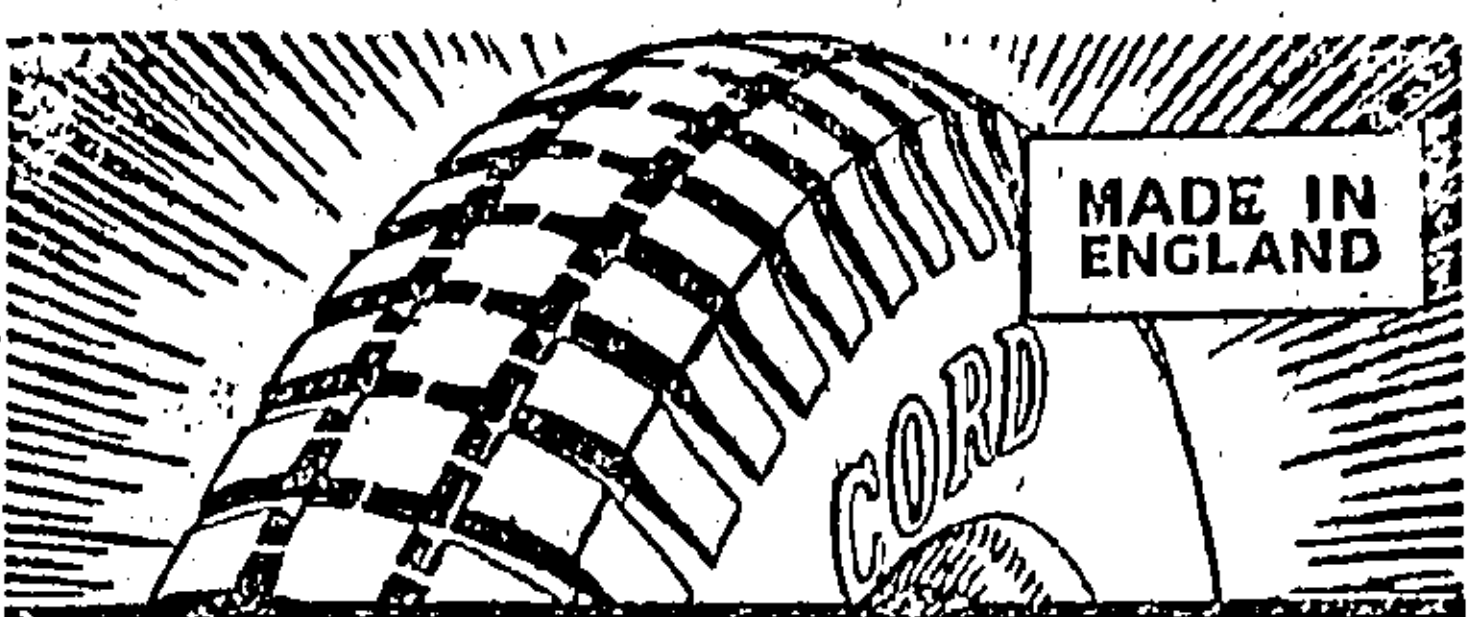
pour in a quart of fresh oil. Let the motor run slowly, for three or four minutes, so that the oil will thoroughly cleanse the crankcase interior. Don't flush with kerosene.

Third—Remove the plug, and drain again. Then replace plug and refill the crankcase to the correct level with the Correct grade of Gargoyle Mobiloil. Don't overfill.

Now start your motor. Notice its smooth velvety running—the quicker pick-up—the increasing power. Give your car a fresh start every 1,000 miles. Regularly drain and refill with Gargoyle Mobiloil.

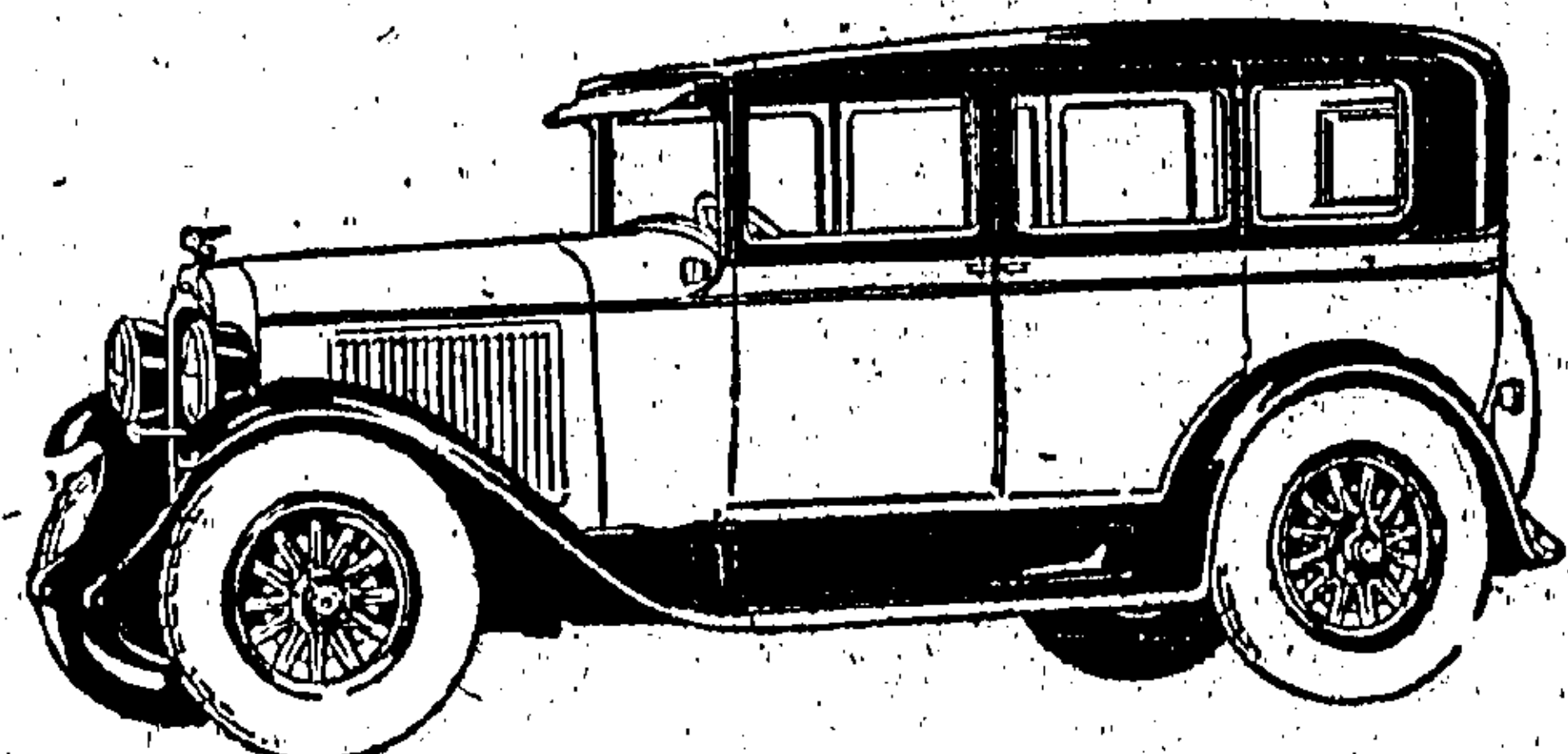


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And now this leadership becomes more emphatic than ever by Chrysler's new sensational values.

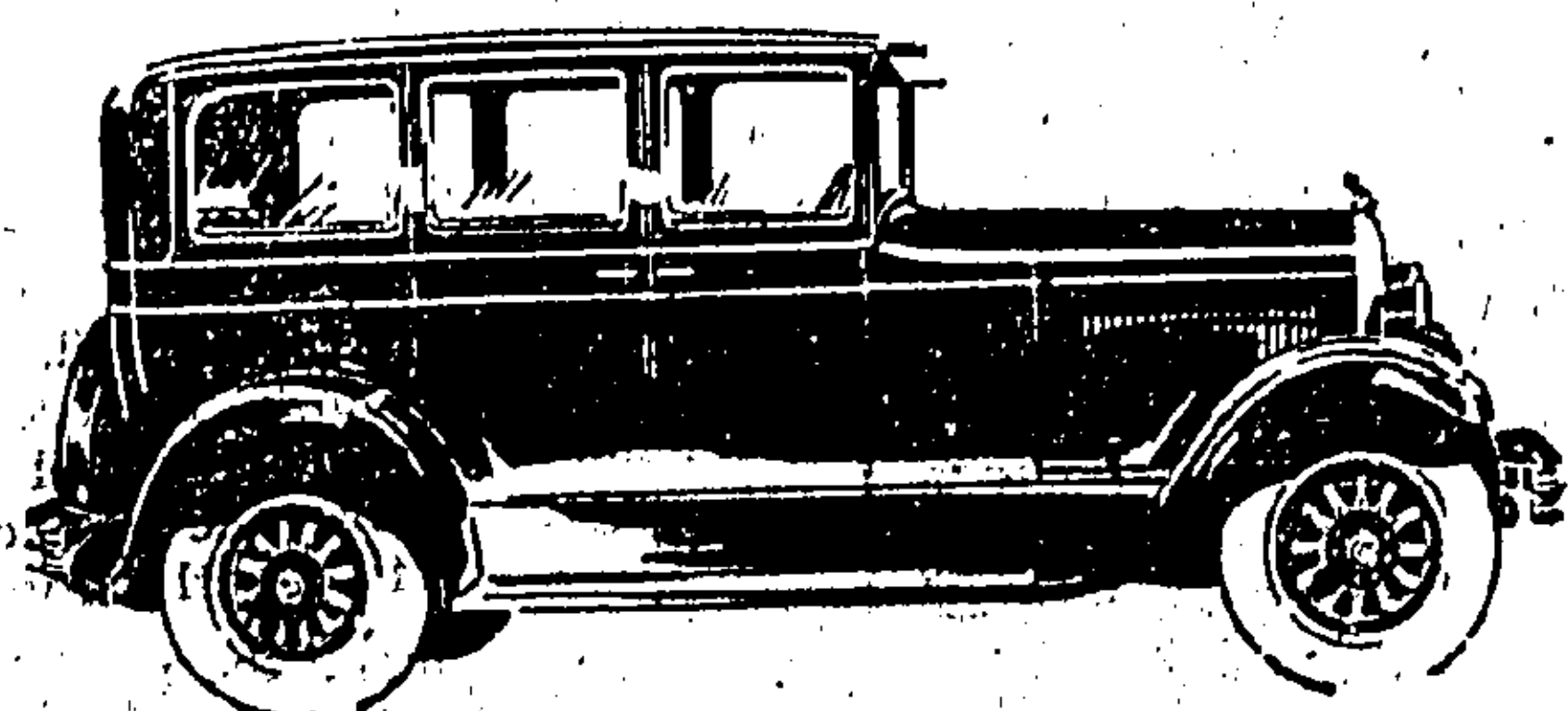
Because of Chrysler's unvarying custom of stepping faster than the procession, the world today expects and receives extra quality and extra value in every Chrysler.

As confirmed by ever-climbing sales which have lifted Chrysler from 27th to 3rd place in volume of sales within 42 months, the world is recognising that the

Chrysler spirit of progressiveness positively assures this extra value.

For it is this progressiveness which, since the first Chrysler, has continued to pioneer and develop the worth-while improvements in motor car performance and smartness for the remainder of the industry to emulate and imitate.

See the new Chrysler models—"52," "62," "72" and Imperial "80." Study them in closest detail and note how far they are in advance of all competition. Then make any test you wish, yourself at the wheel. The more exacting your requirements, the more certain your choice of a Chrysler.



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STUDYING THE POWER PLANTS.

What Engineers Are Doing.

Detroit, July 7.—The trend in automobile improvement, as seen by Colonel William Guy Wall, national president of the Society of Automobile Engineers, is toward the engines.

"The engines have received the most attention," Colonel Wall told the national meeting of the society recently at the annual Summer meeting at Quebec.

"In the field of research, the front wheel drive is being developed, the steam motor bus is receiving attention, the light Diesel engine is making some headway and work on superchargers is causing considerable interest, as is also the hydraulic valve gear and new methods of dampening vibration. Even the supercharged two-cycle is being heard from."

Along the line of front-wheel drive development, it is freely predicted by racing authorities that a front wheel driven racing car will win the fifty-mile race at Indianapolis, next Spring.

One of the developments that will be seen at that city by race time is a sixteen-cylinder engine of only 9 cubic inches piston displacement. That means that the pistons will be about the size of a 25-cent piece.

The accidents in the handling of automobiles on Detroit streets have been reduced so materially that the attention of the National Automobile Chamber of Commerce has been attracted and a special study of the law enforcement programme here is now under way.

The street traffic committee of the chamber has sent John C. Long, manager of the educational body of the organization, to this city. He has been engaged in a quiet study of the local situation since June 18.

National attention came through the enormous reduction in fatalities without the usual rignarole of a long "campaign." In the words of Police Commissioner William P. Rutledge, "We must set out to enforce the laws that are on the books."

Members of the chamber believe that traffic congestion may be controlled through such a programme and several state that they are delighted to have the home of the automobile industry do such an effective job along this line.

SOME NEGLECTED TROUBLES.

Causes of Overheating.

Although failure of the cooling system and improper operation of the engine and its accessories, causing overheating of the motor, may be traced indirectly to negligence on the part of the motorist, there are some causes that may be directly ascribed to the driver himself.

There is the little matter of improper use of the spark lever. When, after starting, the spark is kept retarded, not only is power reduced but excessive heat results from the hot gas left in the cylinders.

A retarded spark keeps the gas burning not only during the power stroke of the piston, but during the first part of the exhaust stroke. This puts an extra burden on the engine with resultant loss of power, besides an increase of heat.

Riding the clutch is another habit. The clutch will slip and the engine will then be called upon to furnish the excessive power and pull that has been lost through the slipping clutch.

The result is an overheated engine. The final result, of course, is an ineffective clutch and a stalled automobile.

Like riding the clutch, riding the brake pedal is another cause for overheating of the engine. A slight pressure on the brake pedal causes the brakes to drag and puts extra burden on the motor.

The engine must have as much freedom in operation as it possibly can get in order to pull at its fullest efficiency. Any added work, like pulling against dragging brakes, or a slipping clutch, causes it to overheat.

Another burden on the engine is due to neglect of the tyres. If the tyres are too soft they pull hard. Of course, the tyres should not be overinflated to avoid the opposite condition, or hard riding and greater possibility for punctures and blow-outs will result.

PROPER LIGHTS ON CAR.

Only 1,000,000 of the 23,000,000 automobiles in the United States have properly adjusted headlights, according to the American Automobile Association, which pointed out that headlights adjusted once a month were safer and cheaper. Most accidents occur at 5.30 p.m., when drivers first turn on their lights.

CAR INSURANCE PROBLEMS.

Hiring Out to a Friend.

[By Captain E. de Normandie.]

Rather a sound suggestion is made—by a well-known motorist reader—to the effect that all insurance policies should have standardised clauses. The idea has much to commend it, and, for that matter, is partially in force already.

But until we have all-round standardisation of rates it is not feasible to get standard cover. And many motorists, frequently to their own disadvantage, insist on rate cutting to an undue degree.

Whilst therefore I cannot do more than bestow a general blessing on the suggestion, there is another factor in my correspondent's letter which may be usefully brought forward.

According to him, "the reason for his suggestion is that 'he has been had' by his insurance company. On the facts given, I regret I cannot agree."

£80 Accident Bill.

This reader took an early holiday mountain climbing in Switzerland—which does not concern us any further.

But a friend said, "If you'll let me have your car while you're away I'll buy you a first-class return ticket"; the holiday-maker agreed.

Unfortunately there was a rather bad accident during that period, with the repair bill topping the £80 mark. And the insurance company refused to pay.

I cannot agree that my correspondent is ill-treated. To my mind the friendly deal made is the exact equivalent of hiring the car.

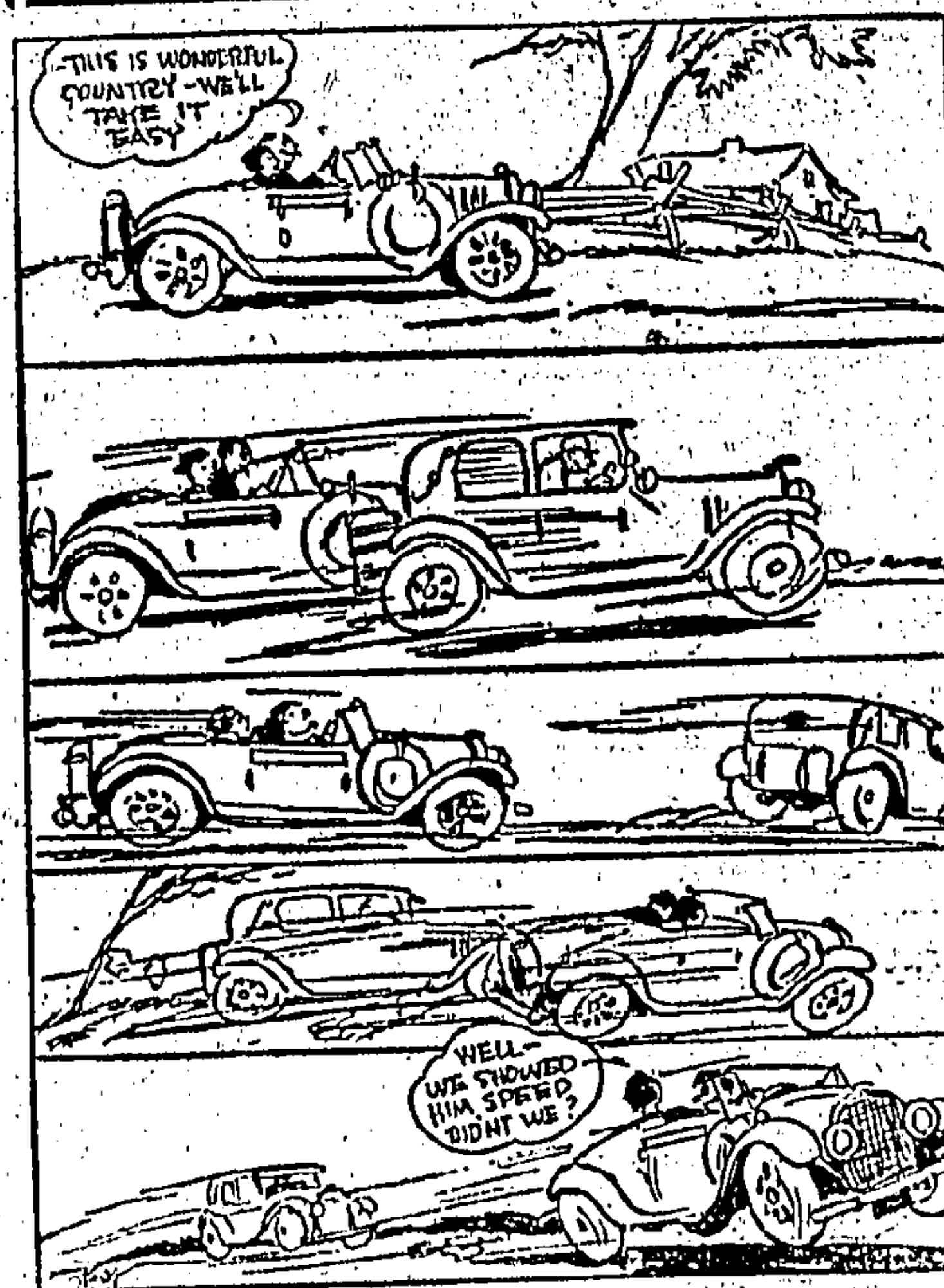
If the friend had said, "I'll give you a fiver a week for the loan of the car," it would be obvious hiring. The more poetic way of doing the deal does not seem to change the basic facts.

So it is well to remember that it is quite normal for insurance policy to exclude liability if the person insured hires the car to anyone else.

WEAR OF BRAKES.

Driving abuses, drum scoring, grease or oil on the lining, too limited braking area, excessive and unnecessary generation of heat are the various causes of failure of brake linings to wear satisfactorily.

AUTO-SUGGESTION.



MONET-GOYON MOTOR CYCLES

RESULT OF THIS FAMOUS MODEL IN THE FRENCH T. T. —

FRENCH TOURIST TROPHY. (May 13th, 1928) — (2964.800 Kilom.) —

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First SOURDOT on Monet-Goyon machine. Award : Gold Medal of the M. C. F.

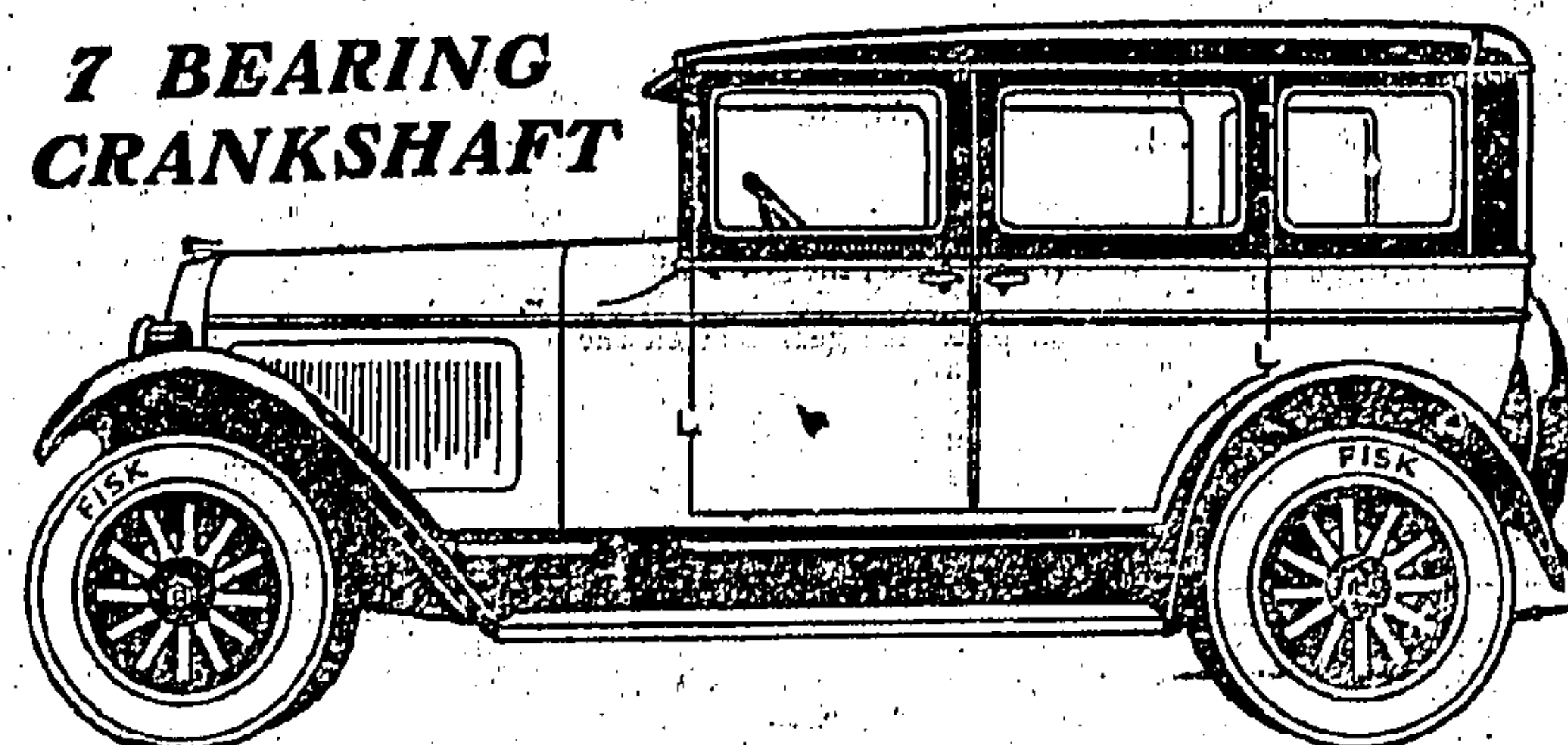
The machine you buy is the result of experience gained in these terrific tests. Every success proves what your M. G. can do.

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ERSKINE SIX.

R.A.C. Horse-Power Rating 18.16.

Brake Horse-Power 43 at 3,000 Revolutions.

Piston Displacement 160.37 Cubic Inch. Wheel-Base 100 inches.

Speed 62 M.P.H.

Model	Pass.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hongkong Price
Tourer	5-pass.	2,425 lbs.	G\$ 835	G\$105	G\$210	G\$1,150
Cabriolet	2-pass.	2,370 lbs.	845	130	265	1,240
Roadster	4-pass.	2,405 lbs.	965	75	210	1,250
Club Sedan	5-pass.	2,462 lbs.	860	130	265	1,255
Sedan Regular	5-pass.	2,537 lbs.	945	130	265	1,340
Sedan Royal	5-pass.	2,545 lbs.	1,045	100	265	1,410

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.

Brake Horse-Power 70 at 2,800 Revolutions.

Piston Displacement 241.6 Cubic Inch. Wheel-Base 113 inches.

Speed 67 M.P.H.

Duplex Tourer	5-pass.	3,075 lbs.	G\$1,195	G\$110	G\$275	G\$1,580
Tourer Royal	5-pass.	3,080 lbs.	1,265	110	275	1,650
Roadster Royal	4-pass.	2,999 lbs.	1,245	145	275	1,665
Club Sedan	5-pass.	3,140 lbs.	1,185	145	340	1,670
Coupe	2-pass.	3,075 lbs.	1,195	145	340	1,680
Tourer Royal	7-pass.	3,040 lbs.	1,325	110	275	1,710
Sedan Regular	5-pass.	3,250 lbs.	1,265	145	340	1,750
Coupe Royal	4-pass.	3,130 lbs.	1,295	145	340	1,780
Berline	5-pass.	3,289 lbs.	1,315	145	340	1,800
Victoria Royal	5-pass.	3,140 lbs.	1,345	175	340	1,830
Sedan Royal	5-pass.	3,280 lbs.	1,395	110	345	1,850
Berline Royal	5-pass.	3,370 lbs.	1,465	110	345	1,920

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX.

R.A.C. Horse-Power Rating 36.94.

Brake Horse-Power 85 at 2,800 Revolutions.

Piston Displacement 333.8 Cubic Inch. Wheel-Base 130 inches.

Speed 72 M.P.H.

Club Sedan	5-pass.	3,520 lbs.	G\$1,435	G\$145	G\$380	G\$1,960
Roadster Royal	4-pass.	3,328 lbs.	1,595	105	300	2,000
Victoria	5-pass.	3,488 lbs.	1,495	145	380	2,020
Sedan	5-pass.	3,548 lbs.	1,495	145	380	2,020
Berline	5-pass.	3,609 lbs.	1,575	145	380	2,100
Victoria Royal	5-pass.	3,548 lbs.	1,625	145	380	2,150
Cabriolet Royal	5-pass.	3,425 lbs.	1,625	145	380	2,150
Sedan Royal	5-pass.	3,613 lbs.	1,665	145	380	2,190
Berline Royal	5-pass.	3,665 lbs.	1,705	145	380	2,230

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.

Brake Horse-Power 100 at 3,000 Revolutions.

Piston Displacement 315 Cubic Inch. Wheel-Base 131 inches.

Speed 80 M.P.H.

Cabriolet State	5-pass.	3,980 lbs.	G\$2,250	G\$ 50	G\$420	G\$2,720
Sedan State	5-pass.	4,171 lbs.	2,250	50	420	2,720
Sedan State	7-pass.	4,236 lbs.	2,350	50	420	2,820
Berline State	5-pass.	4,220 lbs.	2,350	50	420	2,820
Tourer State	7-pass.	3,955 lbs.	2,485	—	340	2,825
Berline State	7-pass.	4,285 lbs.	2,450	50	420	2,920
Limousine	7-pass.	4,306 lbs.	2,450	50	420	2,920

Hong Kong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid and Tourists Trunk.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

THE MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,

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York Building. Phone C. 578.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

BETTERING HILL CLIMBING ABILITY.

An engine may be in pretty bad condition and still be able to pull its car on the level, even at rather high speed, but it must be in nearly perfect condition in order to give its car anywhere near full hill climbing ability. The fundamental engine requirement is that its available pulling power or "torque" shall be at its maximum and that it shall be maintained, even though its speed becomes greatly reduced. Among the conditions essential to realizing this requirement are: (1) Freedom from cylinder leakage. (2) A fuel mixture of the most advantageous proportions. (3) Perfectly timed and infallible ignition. (4) Ability to run without throttle fully open without abnormal action and (5) Freedom from undue frictional losses anywhere in the car mechanism. To attain condition (1) cylinder bores must be approximately true and uniform, pistons must have no excessive clearance, piston-rings must bear on cylinder walls all around and valves must seat tightly. Condition (2) is met when the mixture at all speeds and rates of demand, but especially at relatively low speed and wide throttle, is rich enough to insure the highest attainable combustion pressures. The requirements under (3) are that ignition shall always occur early enough to give the utmost obtainable working pressure on the power stroke, but not early enough (even at low engine speed) to produce back pressure on the pistons. That is, ignition must always be set as close to the knocking point as possible, but must never quite reach it. Condition (4) implies that the combustion spaces shall be free from carbon, that cooling shall be sufficient to guard against pre-ignition or undue pre-expansion of the mixture and that the fuel used shall be such that will burn without "detonation" at the compression pressure used, even when the throttle is wide open. Unless these requirements are met the full power capability of an engine

cannot be made use of. Under (4), consistent lubrication of the engine and all transmission parts with the best adapted lubricants the avoidance of dragging brake bands and of under inflated or mis-aligned tyres are essential.

Noisy Fan.

Question:—I have been noticing a peculiar buzzing or chattering sound when my car was running at a certain speed and have traced it to the fan, which seems to have considerable play on its support. Can anything be done for this?

Answer:—Yes, this fan runs on two ball-bearings which are adjustable. Unless the lubrication of these has been so long neglected that they have worn out, the fan can be made to run steadily. You had better dismount it from its bracket, remove the bearings and have them inspected. If they are still all right, lubricate them, and readjust them and the fan should run quietly unless there is some looseness of the rivets securing the blades in place or the blades have been bent so they are not in correct balance.

Saving Gas Coasting Hills.

Question:—Isn't there considerable gasoline saved by pushing out the clutch and letting the engine run very slowly while a car is coasting down grades. I always do this but I seldom see anyone else who does. Why is this?

Answer:—There is quite a saving in gasoline by following this practice, but the value of the fuel thus saved most drivers consider less than the cost of the extra wear and tear on the clutch thrust-bearing, by having it in action all the time the car is coasting and the additional wear on brake linings, occasioned by the greater use they are put to, on account of the holding back effect of the engine not being utilized when the clutch is held out when coasting a hill.

IMPROVING THE BODY.

Room for Development.

Denver, June 30.—While the modern automobile body is a thing to look upon and admire and its comfort is near-perfection, there's lots of room for improvement along other lines.

O. T. Kreusser, director of the General Motors Proving Grounds, recently told members of the newly-organized Body Division of the Detroit Section, Society of Automotive Engineers, what he thought was wrong with bodies.

"Body dimensions vary too much, and there seems to be no relationship between ample body dimensions and long wheelbase," says Kreusser. "Seat widths vary from 36 to 45½ inches; head room from 33½ to 37½ inches."

"Vision, also, isn't what it should be. While the horizontal view has been increased with the narrowing of front pillars, the vertical vision has been chopped down until in some cars the angle of

vision is actually negative for the average driver."

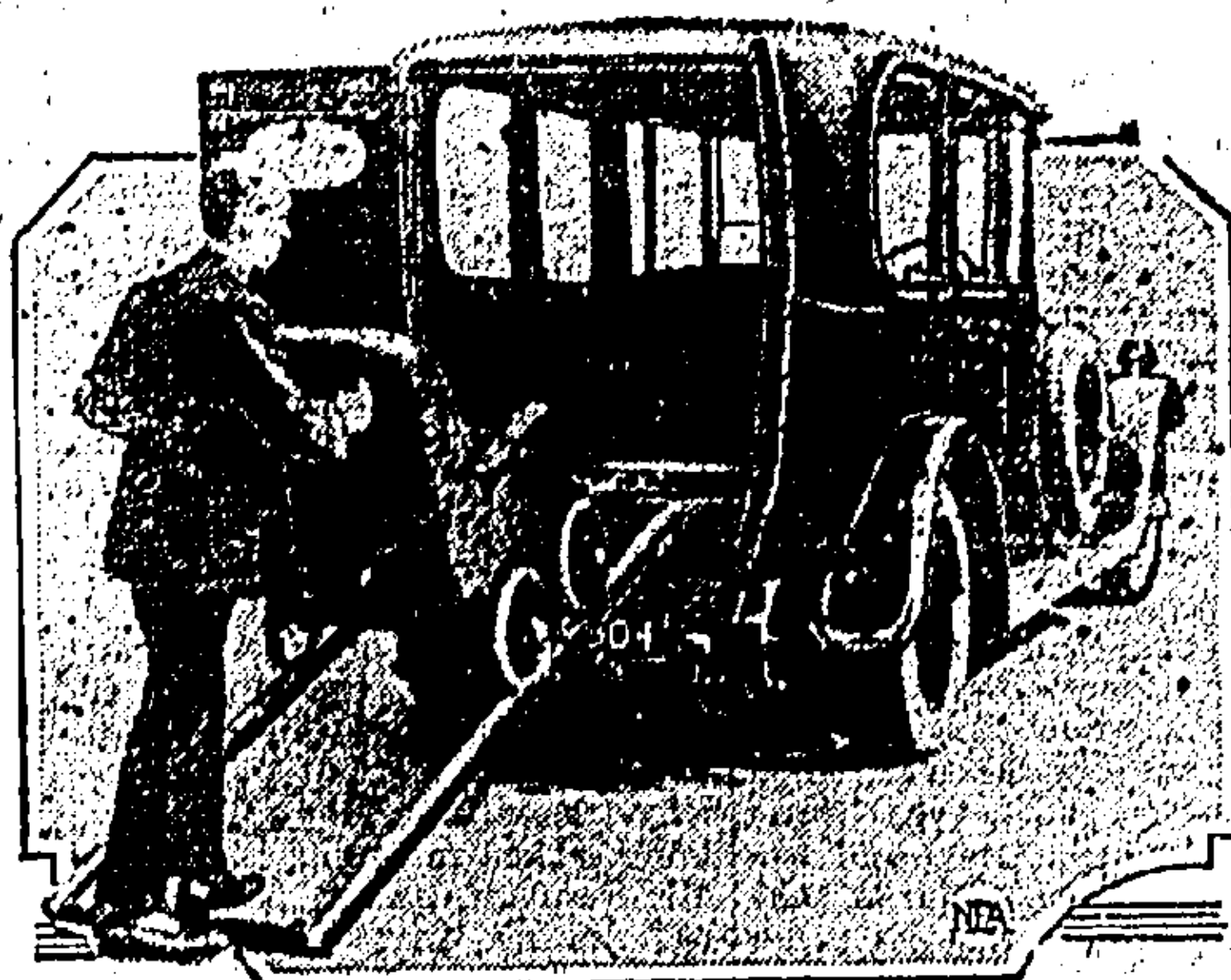
The average car body, besides, has the following weak points, according to Kreusser:

"There is a lack of steering rigidity—front end weaves; heat from engines causes discomfort in the summer and frozen fingers in the winter; enclosed jobs have poor ventilation, especially in higher-priced jobs in which all leaks have been stopped; door glasses rattle in midway position, although tight when up or down; rear-view mirror is ineffectual, due to blind rear quarter; there is no provision to keep sleek off windshield in winter."

And here's how the average car stacks up after a year of wear and tear, according to Kreusser.

Squeaks and rattles are worse. The floor mat is ripped, the floor boards are shrunk and screws missing. Windshields are loose, the weather strip is shot. Instrument board is scratched and screws are rusted. Upholstery is frayed. Door latches are loose and running boards are discoloured. Colour has peeled off wheels, top leaks and the hood doesn't line up with cowl.

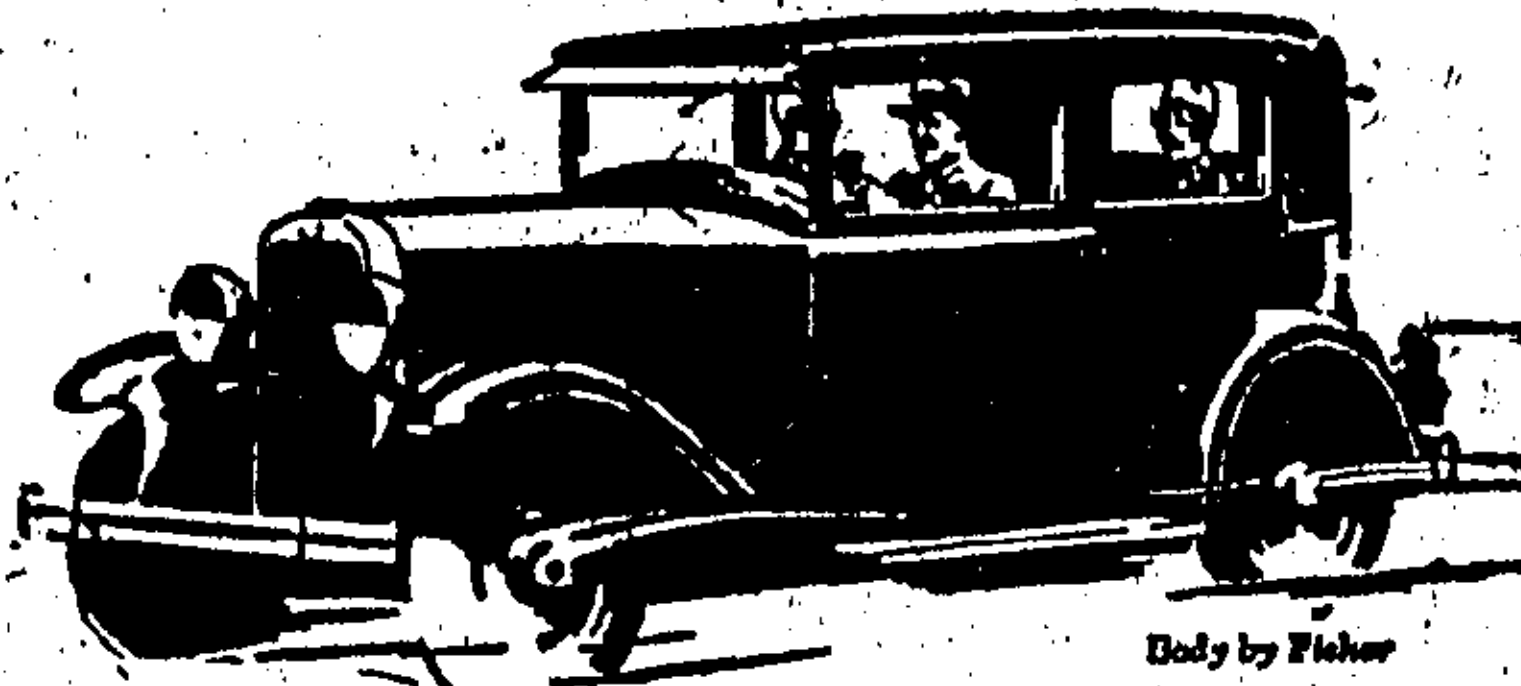
BUILT FOR AN INVALID.



This unique automobile was built especially for Lord Rosebery, for use as an invalid's private motor car. The invalid needn't be picked up out of his wheel chair into the car, for special tracks slide out of the back, permitting the invalid chair to be wheeled up into the auto.

NEW

and critics say,
"two years ahead"



"Two years ahead in appearance and mechanically," says H. F. Blanchard of Motor . . . "New in every respect. Gives the impression of being in a much higher price class," A. F. Denham of Motor Age . . . "An important advance in the art of car building," Walter C. Boynton in Automotive Daily News.

According to men whose opinions count, there is the spirit of tomorrow in this new Oldsmobile Six.

A new, high-compression 55 h. p. engine offers an abundance of smooth, quiet, economical power resulting in flashing get-away, speed, and long-lived endurance.

The smart lines and rich finish of new Fisher bodies match the advanced engineering of engine and chassis.

New roominess and silenced interiors provide new comfort and enjoyment.

A score of other new chassis and body features—features which heretofore have identified high priced cars—definitely establish this new Oldsmobile Six as the Fine Car of Low Price.

Drive it and learn why thousands are buying Oldsmobile—why engineers and critics declare it two years ahead.

TOURING
\$2,500
ROADSTER

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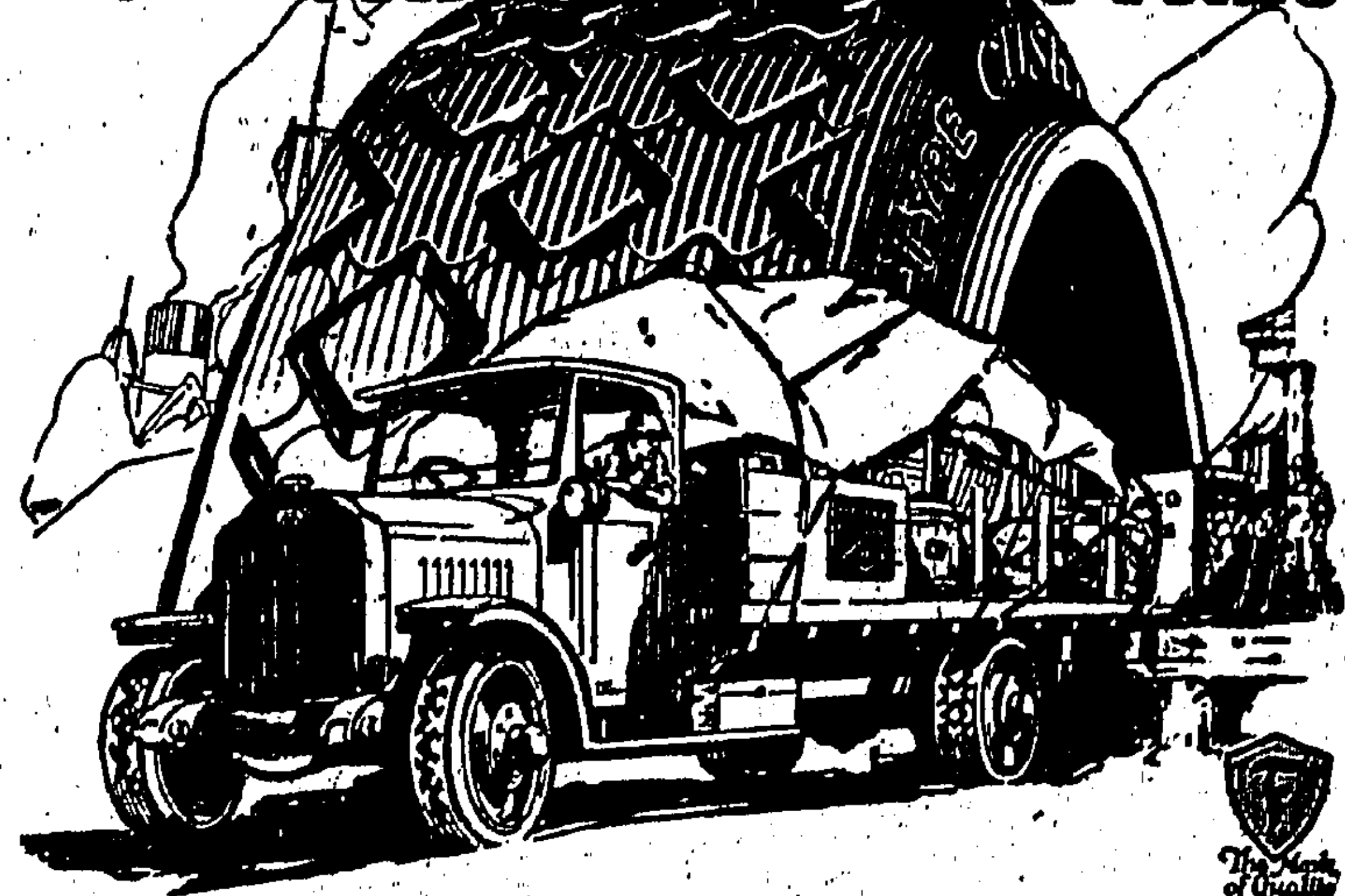
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The Dragon Motor Car Co., Ltd.

Telephone C. 1246—33, WONG NEI CHUNG ROAD.

Telephone C. 3500—33, DES VOEUX ROAD CENTRAL.

NON-SKID HI-TYPE TYRES



To protect heavy, valuable cargoes; to place more rubber, more cushioning under lorries; to provide tyres that take hold on wet, oily, slippery pavements; in dirt, mud, sand; to be prepared for long, steady hauls; to make sure ahead of time that your tyre costs will be low—fit your lorries with Non-Skid Hi-Type Tyres. Phone us today for information and prices. We are ready to render immediate service on Tyres for every kind of hauling.

MOST MILES PER DOLLAR!

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THE DRAGON MOTOR CAR CO., LTD.

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MANUFACTURED IN ENGLAND
SOLD EVERYWHERE



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(INCORPORATED IN GREAT BRITAIN)

TRAVEL
BANKING



INSURANCE
FREIGHT

PEDDER BUILDING, PEDDER STREET,
HONGKONG.

(Telegraphic Add: "Coupon"—Telephones C.524 & 525).

TRAVEL

Tickets issued at Companies' tariff rates. Inclusive Tours arranged to all parts of the world, covering travel by Rail, Steamer and Air, Hotel Accommodation, Excursions, Guides, Baggage Transfers and every assistance that a traveller can require.

BANKING

The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers' Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

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Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Cargoes packed for export. Dry storage accommodation for all kinds of Non-hazardous Goods.

INSURANCE

Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination; Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of 168 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLERS GAZETTE

Obtainable on application.

HEAD OFFICE—BERKELEY ST., PICCADILLY, LONDON.

Judge Sturges, addressing a jury at West London County Court, said, "I have been here seven years, but my two predecessors died of work."

A 34-year-old draper's assistant, Harold Cooper, of East Ayton (York), who died as the result of a motor cycling accident, left £3,728.

Said to have been, in his younger days, the strongest man in the country, Mr. R. Pritchard, of Rhos, near Wrexham, has died, aged 81.

THE UNINVITED GUESTS.

LADY ELLESMERE SHOWS ANNOYANCE.

"EXTREMELY HURT."

Society hostesses who have for long been irritated by the presence of uninvited guests at dances and other social functions during the London Season are showing signs of rebellion according to Home papers.

The Countess of Ellesmere in asking two uninvited guests to leave Bridgewater House during a ball is supported by many prominent hostesses.

The Countess of Ellesmere told a Press representative that the accounts which appeared in certain London newspapers were somewhat misleading.

"It has been stated," she said, "that the Hon. Stephen Tennant received an invitation which included the words 'and partner.' I wish it to be understood that I never send invitations in that form. Mr. Tennant came accompanied by Miss Nancy Beaton, sister of Mr. Cecil Beaton, and Miss Lowndes, daughter of Mrs. Belloc Lowndes. I knew that Miss Beaton and Miss Lowndes had not received invitations, and I asked them to leave. Mr. Tennant offered no explanation at the time, and did not attempt to defend them."

"Unpardonable."

"I was not able to estimate the number of uninvited guests who attended the ball, but the names of two of them, Miss Potter, a friend of Viscountess Massereene and Ferrard, and Miss Denman, the daughter of Lady Denman, are known to me. Miss Potter and Miss Denman had been dining with Lady Catherine Willoughby, who brought them with her. I consider Lady Catherine Willoughby's action quite unpardonable. Miss Denman has since sent a letter of apology."

"I wish it to be understood that I do not altogether blame Miss Beaton and Miss Lowndes, the friends of Mr. Tennant, because they were under the impression that it was permissible to come with an invited guest. I think, however, that Mr. Tennant should be struck off the guest list of every hostess. Several London hostesses have told me to-day that they heartily approve of my action."

"Lord Ellesmere and I had decided to give no dinner parties this season, because if a dinner is given with dancing afterwards one usually finds that there are far more dancers than there were guests at dinner. This precaution, however, does not seem to have had much effect. I fail to understand the mentality of the very young people in London who do not seem to realise the enormity of entering other people's houses uninvited."

An Apology.

Lady Ellesmere received the following apology from the Hon. Stephen Tennant:

Dear Lady Ellesmere.—Last night I took my party of four on to your ball. David Greene and myself had received invitations. Miss Lowndes and Miss Beaton had not. Any blame must fall entirely on me. I asked them to come with me and when they said they had not been asked, I said I did not think it mattered if they were with two men who were asked. I apologise for this quite inadvertent mistake, and it was entirely my fault.—Yours sincerely, Stephen Tennant.

Lady Frances Balfour described the practice of entering other people's houses without an invitation as one which is "very ugly and extremely vulgar."

"Society has itself to blame," she said. "People have entertained with other motives than hospitality. They have invited the unknown crowd that they themselves may be well known."

"In days of old, lists were carefully kept," she said, "and women of good position made themselves responsible for the people whom they wished a hostess to ask to her parties. If young people are asked to bring a partner they become the guests of those who invite them, and the choice of friends in the young is not always what a gentleman who is a hostess would care to entertain."

"Hospitality under such conditions is treated as a night club, only there you may meet your own sort, and be in your own place. Hospitality must go back to primitive times."

"It is a beautiful and gracious thing when it opens its doors to its own friends, when the children of generations are received, when the best is spread before those who are honourable men and women. Then, however large the house, the hostess, hearing an honoured and ancient name, will know something about all her guests, and will quickly detect the impostor, the mannerless hooligan, and the girl or boy who has never been taught the lessons of

ROYAL TANK CORPS DISPLAY.

M. P. SO IMPRESSED INTENDS TO STUDY PEACE.

BIG MOCK BATTLE.

Members of both Houses of Parliament spent a day on Salisbury Plain recently watching the Royal Tank Corps demonstrate the latest "landships."

The spectators saw forty new types of tanks and associated fighting units, ranging from big vehicles with revolving turrets to flat little two-men tanks which raced along at 40 miles an hour, negotiating been prepared and units had to tree-trunks and ditches.

A special track of obstacles had been prepared and units had to tackle a tree-trunk 2ft. high, a trench and a pit 4ft. deep.

The first to go across was a new eight-wheeled "articulated" car, which is to be armoured.

In place of each wheel of the four wheels, of the ordinary car, this motor-monster had two wheels, and each pair, balloon-tired, worked separately. The four pairs were connected in the middle. As it trundled over the tree its pairs of wheels were at different angles and levels and the driver was rocked about as if at sea in a small boat.

Royal Tank Corps officers pointed out with pride that physical strength and nerve are essential in the engineers' army.

There was a mimic battle in which a "mechanised" army of 4,500 officers and men did the work of a pre-war division of 16,700.

First Show.

The display was given on the downs around Sidbury Hill, Tidworth, and was arranged to show M.P.'s how the creative side of the Army is giving the taxpayers value for money.

A march past of all the experimental units—most of them seen by civilians for the first time—was the climax of the demonstration.

Then came chuffing up the hill at 20 miles an hour a flat four-wheeled vehicle which looked like a beetle, but has been called "the honey-mooner" because its crew of two—a driver and a machine-gunner—sit side by side.

Driven by Lieut. B. T. Popplewell, this curious machine bounced on to the tree-trunk and bounced off, bounced over the trench, jumped into the pit, and jumped out again. It then turned and went down the hill at 40 miles an hour.

Hundreds in Action.

The mimic battle translated of an attack by a complete "mechanised" unit on an enemy holding Sidbury and Chalkpit Hills.

Seen from the top of another hill the spectacle of hundreds of tanks creeping over the land was impressive.

A long line of armoured Rolls-Royces, moving so silently that only the fluttering of their pennants could be heard, ran swiftly along the lanes and scouted out the enemy. From a wood issued the dozens of "honey-mooners," which set up a smoke screen to hide the main body of tanks.

Tanks then pulled artillery into position, and came into action with tanks full of machine-guns. Lastly, the main hitting force of the army—large tanks firing 18-pounders—lurched over roads, ditches and embankments, and began the attack.

To add realism, aeroplanes in batches of three dived at 200 miles an hour to within a few feet of the M.P.'s.

"The Army of the future," remarked a Royal Tanks Corps major, "will be like this—all behind armour plate. This is the answer to a machine-gun knocking down unprotected men like skittles."

An M.P. commented that his answer would be a more intensive study of the problem of peace.

an ancient regime, and sinning greatly through ignorance, can yet be forgiven."

Miss Beaton's Reply.

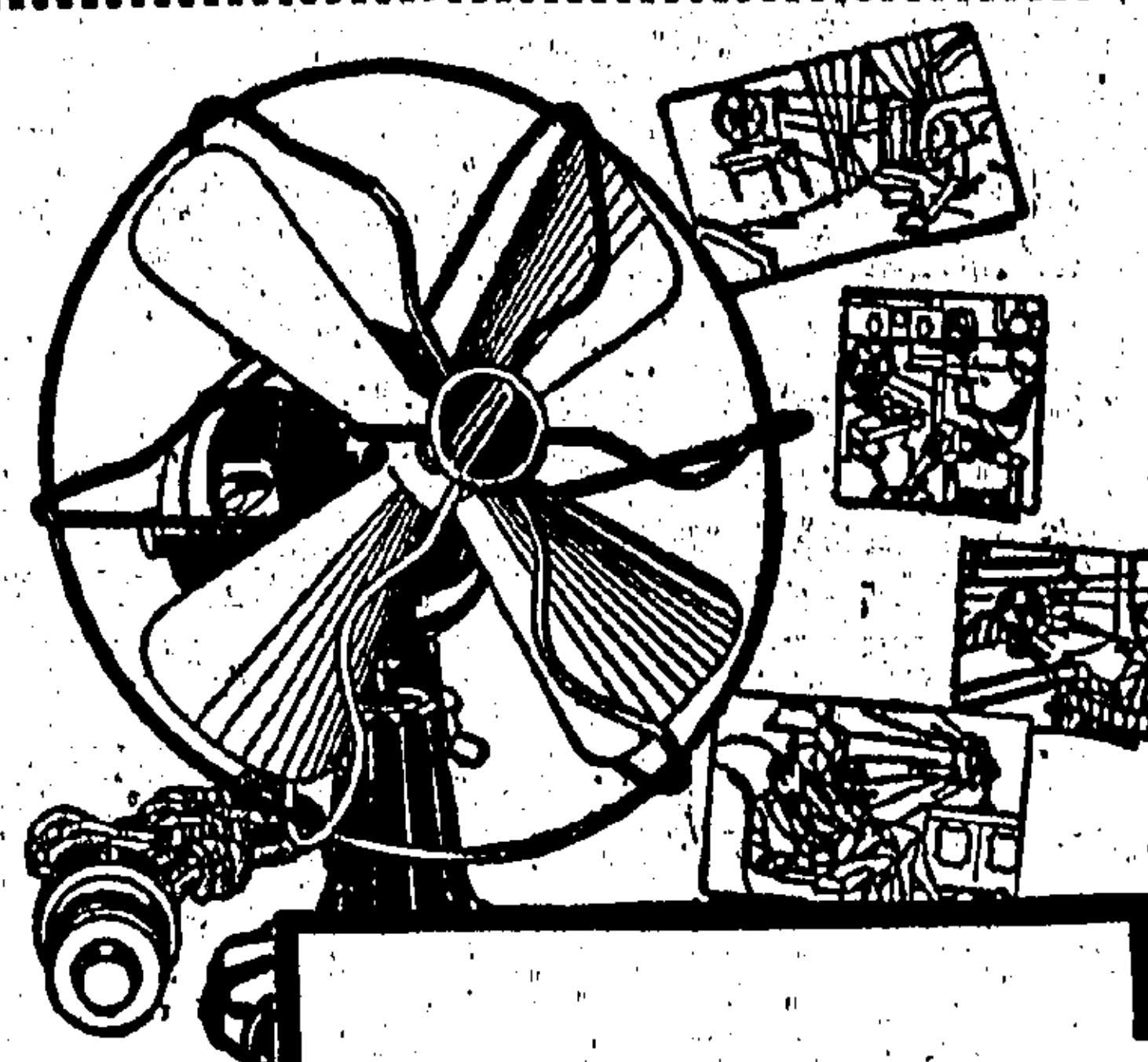
Lady Ellesmere later received the following letter from Miss Beaton, who was present at the ball at Bridgewater House in the company of the Hon. Stephen Tennant:

I am extremely hurt at your action in giving my name to the newspapers as an uninvited guest whom you asked to leave your house at your Ball on Monday. It seems most unfair that my name should have been singled out for so much publicity.

I emphatically deny your statement, as reported, that I was asked to leave or that you even spoke to me during the short time I was present at the Ball. The "incident" referred to occurred after I had left Bridgewater House.

"I note your qualified remark, as reported in the Press this morning, that you did not altogether blame me, but I fail to see why I should be blamed at all, as I was asked to attend the Ball by Mr. Tennant, and it is hardly to be expected that I should have asked him whether he was justified in extending such an invitation."

She added that she reserved her right to send a copy of the letter to the Press.



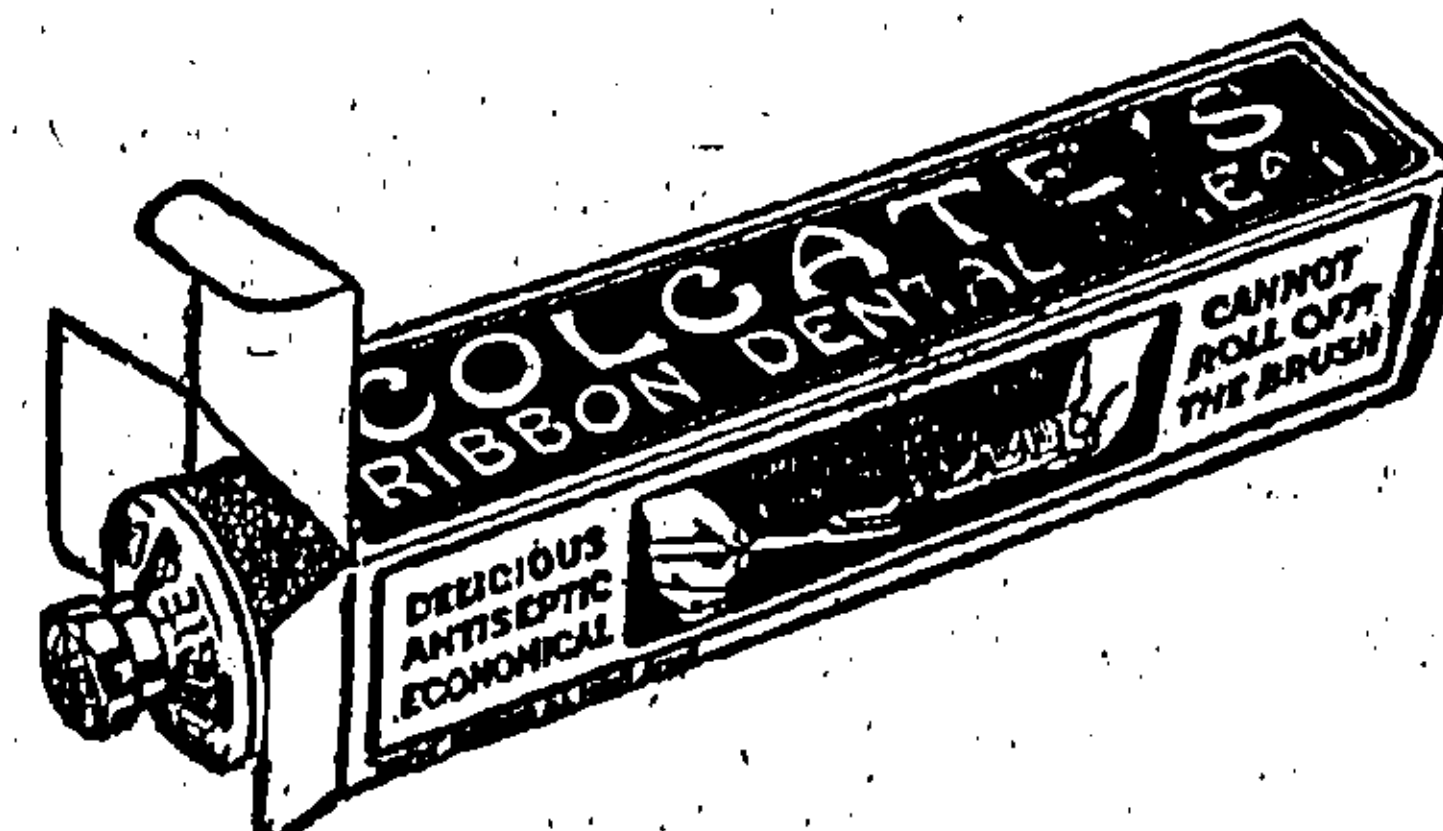
What is there to give you more comfort these Hot Days than a reliable

ELECTRIC FAN

Your hours of work will be made easier—your hours of rest will be made a pleasure. At a cost of only a few cents a day.

We carry a complete selection of FANS at lowest prices.

MAKE LIFE EASIER.—BUY ONE NOW.
The Sincere Co., Ltd.



Obtainable at all High-class Stores.

Sole Agents for South China

HONGKONG TRADING CO., LTD.

Bank of Canton Building.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

GERMAN NATIONAL HOLIDAY.

MARKED BY RECEPTION AT CONSUL'S RESIDENCE.

TO-DAY'S OBSERVANCE

To-day is the anniversary of the German Republic Constitution, and, to mark the event, the Consul-General for Germany (Dr. W. Wagner) this morning held a reception at his residence, No. 115, The Peak, whilst the Consulate is closed for the day. Those attending the reception, at which felicitations were extended to the Consul-General, included, in addition to members of the German community, representatives of the Hongkong Government, members of the Consular Body and many prominent residents.

It was on August 11th, 1919, that the German people decided upon the new form of Government. This was by virtue of the Constitution of Weimar. The National Assembly was elected by universal suffrage of all Germans (men and women) over 20, on the 19th of January, 1919, and it was convened at Weimar which is centrally situated in Germany.

The new Constitution is based on two fundamental principles: Unity of the Reich, which consists of 18 separate Federal States; and democratic self-government of the people. The present German President, Von Hindenburg, was elected by direct voting of the people on the 12th May, 1925, for a period of seven years. The Reichstag, which together with the President, or Federal Council, functions as the instrument of Legislature is elected for four years by suffrage of all German citizens (men and women) over twenty. The present constitution of the Reichstag, following the elections of May last, is as follows:

Nationalists	76
Christian Nat. Peasant Party	13
Peoples' Party	44
Centre (Catholic) Party	62
Bavarian People's (Catholic) Party	16
Democrats	25
Economic (Middle Classes) Party	23
Socialists	152
Communists	54
Others	24

The Ministers of the German Cabinet are appointed by the Reich President. They require, however, the confidence of the Reichstag, and may be compelled to resign, should an adverse resolution be passed against them. To each of the States of the German Reich, liberty is given to frame its own Constitution, provided that it is Republican in form.

HONGKONG IMPORTS.

JAPANESE BOYCOTT EFFECT CONTINUES.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece-Goods.

The following reports have been received:

New business in Fancy Cotton goods has been very poor, resulting in a small turnover, as the majority of dealers consider they have fulfilled their requirements for next season. There has been plenty of enquiry for low qualities of White Shirtings, but the quantities brought to book are small. Clearances are poor and are only effected under continuous pressure. Manchester is again easier and concessions are obtainable on prices quoted during the last few weeks.

Since the last report further orders have been settled in the Standard qualities of Broadclothes and Linenrics. There has been more enquiry for White Shirtings, but the offers are too low, and not much business has been done. A small business in miscellaneous fabrics has been in evidence, but generally speaking the demand is not good. The Japanese boycott seems to be more effective, and dealers will not make fresh purchases of Japanese goods. Clearances have been very limited.

There is not much to report: some business has been done in staples. There are not many inquiries and very little business is being done at the moment.

Woolens.

There is some enquiry for Black Wool Venetians, in lower and better qualities. A few lines have been booked in Union Gaberdines.

Cotton Yarn.

Another fortnight has elapsed without any business having taken place. Prices have further declined \$2 to \$3 per bale. Nominal quotations are as follows:—No. 10s. \$170-190. No. 12s. \$180-195. No. 16s. \$195-200. No. 20s. \$200-205. Arrivals nil. Shipments nil. Unsold Stocks \$1,500 bales. Bargains 8,600 bales.

ROYAL AIR FORCE COMMANDS.

IMPORTANT CHANGES ARE ANNOUNCED.

London, Aug. 10.

The following changes in the higher Commands of the Royal Air Force are announced:—Air Marshal Sir John Salmond has been selected to succeed Air Vice-Marshal Sir Philip Game as Air Member of the Council for Personnel at the beginning of January next, and Air Vice-Marshal Sir Edward Ellington will at the same time succeed Air Marshal Sir John Salmond as Air Office Commanding-in-Chief the Air Defence of Great Britain.

Sir John Salmond has had a distinguished career as a flying officer. On the outbreak of war in 1914, he went to France in command of No. 3 Squadron of the Royal Flying Corps and subsequently received rapid promotion. In 1916, he became Brigadier General and the following year was promoted Major General. Then he became General Officer Commanding the Royal Air Force in France which appointment he held until the conclusion of hostilities. In October 1922, he was appointed the first air officer to command the combined British forces in Iraq. In 1923, he was promoted Air Marshal, in recognition of his distinguished service in Iraq and, on returning to England, was appointed Air Officer Commanding-in-Chief of the Air Defence of Great Britain, a new Command formed to organise and control the air defences of the country. At present, Sir John Salmond is in Australia, at the request of the Australian Government, advising on the air defences of the Commonwealth, and on the organisation, training and equipment of the Royal Australian Air Force.

Air Vice-Marshal Ellington became Director General of Military Aeronautics in 1918 and shortly afterwards was appointed Controller General of equipment at the Air Ministry. On the reorganisation of the Air Ministry in 1919, he became Director General of Supply and Research, with a seat on the Air Council and held this appointment until 1922, when he proceeded to Egypt to take over the command of the Royal Air Force in the Middle East. He relinquished this command in 1923 on appointment as Air Officer Commanding the Royal Air Force in India. Since November 1925, he has commanded the British forces in Iraq.—*British Wireless.*

£27,000 FOR STAINED GLASS WINDOWS.

16TH CENTURY PANELS FROM ASHRIDGE PARK.

A record price for stained glass was obtained at Sotheby's recently, when the magnificent 16th century windows from the chapel at Ashridge Park, Hertfordshire, were sold for £27,000.

The windows, 11 in number, were bought by Messrs. Gooden and Fox, on behalf of a private individual, who intends that they shall remain in this country. It is stated that he has not yet made up his mind what he will do with them.

Each of the windows is 16 feet high. Sixty scenes from the life of Christ decorate many of the panels, while others are devoted to the pictorial praise of their donors. The landscape scenes are particularly beautiful.

The glass originally came from the Abbey Church of Steinfeld, in the Ellid district of Germany, and was placed in the chapel at the time of its erection a century ago.

It is reported that the purchaser is considering the question of placing the windows in one of the beautiful medieval buildings at Guildford, Surrey, but there is no confirmation of this.

CASE FAILS OWING TO AN OVERSIGHT.

NO CONSENT TO PROSECUTE.

A case at Leeds Assizes recently collapsed because owing to an oversight the consent of the Attorney-General to prosecute had not been obtained, and that without this the proceedings could not be carried further.

It was a case in which James Finnelly, aged 50, a contractor's foreman, was indicted for having been in possession of an explosive bomb with intent to endanger life at Halifax on May 12. He pleaded not guilty.

Mr. G. H. B. Streetfield, who appeared for the Crown, said: "I regret to say that the prosecution's case is not in order, and that I am not in a position to offer any evidence."

Mr. Justice Hawks, in ordering Finnelly's discharge, said to him: "You are entitled to be discharged, but don't be stupid in future. You know what I mean."

COLONY'S LARCENY ORDINANCE.

PROPOSED CHANGES IN THE LOCAL LAW.

COPYING HOME ACT.

The Gazette contains the draft of an Ordinance to amend the Larceny Ordinance, 1865.

The object of this Ordinance is to effect certain desirable amendments in the Larceny Ordinance, No. 6 of 1865.

A new Section 39 is substituted for the old Section 39, such new section being based upon the language of Section 25 of the English Larceny Act, 1916, which includes the offence of burglary at common law as well as the previous offence of burglary by statute law.—It is convenient to make both kinds of burglary statutory offences.

Section 3 of this Ordinance substitutes the provisions of Sections 26 and 27 of the English Larceny Act of 1916, for the provisions of Sections 44 and 45 of the present Larceny Ordinance, 1865, which latter sections are founded on the provisions of the English Larceny Act of 1861. The advantages of the new Sections 44 and 45, which are enacted by Section 4 of this Ordinance, over the present Sections 44 and 45, are that they include after the word "counting-house" the additional new words "office, store, garage, station, factory, or workshop, or building belonging to His Majesty, or any Government Department or to any public authority." In this way Section 4 of this Ordinance materially and usefully extends the scope of the law as to house-breaking and brings our legislation on this subject abreast of English statute law.

Section 4 of this Ordinance makes larceny of goods in process of manufacture an offence. This seems desirable and is in accordance with English statute law; see section 62 of the English Larceny Act of 1861, which was re-enacted in section 9 of the English Larceny Act of 1916, 6 and 7 Geo. 5, c. 50.

MATHSED ROW.

MOONLIGHT INCIDENT AT REPULSE BAY.

Wong Kat, a Repulse Bay bathing matshed caretaker appeared before Mr. R. E. Lindsell yesterday afternoon as complainant against a Chinese whom he alleged attempted to enter a private bathing shed at Repulse Bay at 10 p.m. on August 1st (full moon) and committed an assault when refused admittance.

Mr. W. Kent, A.S.P., prosecuted on behalf of the complainant and Mr. G. K. Hall Brutton appeared for the defendant.

After hearing evidence, including a version of the affair by Mr. Mackenzie, the Colonial Veterinary Surgeon, his Worship said he was satisfied that the only truth in the evidence of the complainant was that he was struck. There was no doubt that he had not agreed to come to terms with the defendant over the loan of the matshed, and so commenced a quarrel. There was nothing to prove the further charge of misconduct on the part of the defendant, and he dismissed both charges.



"She looks angry; I hope she doesn't tear it into too many pieces."

ASSESSING NANKING DAMAGES.

U.S. AND CHINESE BOARDS BEING APPOINTED.

Chinese and American representatives for the assessment of damages to American property arising from the Nanking incident have been appointed according to reports in Chinese circles in Shanghai.

At the time of the settlement of the incident between Mr. Mac Murray and the Nationalist Minister of Foreign Affairs some months ago one of the terms of settlement was that a board should be appointed for the purpose of surveying and estimating the damage.

The Americans appointed according to reports, are Mr. C. J. Spiker, American Consul, and Mr. V. G. Lyman, member of the Municipal Council, and formerly acting manager of the Standard Oil Company.

Chinese appointed are Mr. C. Kuangson Young, former secretary of the Chinese Legation at Washington, and now with the Ministry of Foreign Affairs, and Mr. Wu Ching, of the Ministry of Finance.

It is expected that the board will meet shortly to begin its work. The delay has been occasioned in part by the fact that Mr. Young is in Peking where he is acting under the instructions of Dr. C. T. Wang in winding up the affairs of the Peking Ministry of the Foreign Affairs.

NOVEL EXPERIMENT.

EXTINGUISHING A MOTOR BLAZE.

A daring and interesting experiment was carried out in Kowloon last night with the "Auto-Total" Fire Extinguisher for motor cars. The engine of a motor car which was in perfect running order was saturated with gasoline and set alight. The "Auto-Total" was applied through the honeycomb of the radiator and completely extinguished the blaze in a few seconds.

The witnesses of this novel experiment were surprised at the efficiency and speed displayed by this type of fire extinguisher. The car suffered no ill-effects from the contents of the "Auto-Total" and was started off immediately after the demonstration without cleaning.

The agents of the "Total" Fire Extinguishers intend to repeat this demonstration at an early date for the benefit of motor car owners.

The experiment was an extremely daring one, as the motor car used was in perfect condition, and it speaks volumes for the confidence that the agents have in this apparatus that they were prepared to take such a risk.

For raking out a dustbin at the address of the Hon. Mr. R. H. Kotewall in Hutton Road, a Chinese was fined \$5 by Mr. R. E. Lindsell this morning. The police informed his Worship that the Warden of Morrison Hall had complained of the nuisance caused by the upsetting of the contents of the dustbin on to the pavement, and a watch was subsequently kept.

The Very Idea!

To contemplate without dread a life of absolute aimlessness and idleness is perhaps, not possible to any intelligent person, and it may be taken for granted that few could face the devastating boredom which would be its consequence.

The necessity of having some absorbing interest or occupation is imperative and, generally speaking, those who have most claims upon their time, get most done during their leisure hours.

They cannot tolerate letting their brains lie fallow or their hands idle with the result that old age seldom has any degrading effect upon them. Only those who appoint to themselves a task and perform it secure freedom from weariness and acquire a dignity which ennobles their years. To attain this object is worth every effort made during youth and maturity.

Colonel (to stranger at golf club): "I hate these modern girls. Look at that creature over there! Fancy her parents letting her go about in plus fours and an Elton crop. Bah!"

Stranger: "That, sir, is my daughter."

Colonel: "Oh—er, sorry! I didn't know you were her father."

Stranger: "I'm not. I'm her mother."

A schoolboy howler recorded in the Broughton Secondary School magazine:—

"When Edward I. defeated Balliol, he came to Scotland and took away the Stone of Destiny." A sad case of density.

The lipstick habit is said to be on the wane and there are signs of a return to quieter manners.

The craze for jazz and lipstick, 'tis said, is on the wane. Our post-war relaxation

Has had its fling, 'tis plain; And not a few would welcome A touch of days of yore. How fine it really would be If bustle were no more!

In lieu, it is suggested That England will revert To manners mid-Victorian (Perhaps a trailing skirt!). That fashions will be modest, And powder maids will

spurn; And—who knows?—that it may be The bustle will return!

A man, in asking at Highgate for time in which to pay a fine imposed on him for a minor offence, said that he had travelled all the way from Wales to answer the summons. The next defendant, a Scotsman, spent 1½d. on a stamp for a letter in which he apologised for the trouble he caused.

Meek-looking husband at Shoreditch County Court: My wife always does all the talking, and I should like her to do it now if you will let her.

Motorist at Shoreditch: I did the "fade out" after the collision, and when I came to I heard the policeman say: "I don't think he is drunk."

Mr. Justice Hill, in the Divorce Court, as he consented to counsel oppressed by the heat, removing their wigs; I regard a wig as a fine instrument of torture.

Leighton Buzzard witness: He seemed incapable of driving. Mansfield magistrate's clerk. Will you be dealt with by the magistrates sitting here? Man: No; I would rather pay a fine.

Man at Shoreditch County Court: My wife said that she would be here to see if I had to go to prison.

A woman complained at Clerkenwell that three other women assaulted her. Mr. Pope: How many summonses do you think will do sergeant? The sergeant: One sir. Mr. Pope: Very well. We shall lose four bob. Chose the woman who smote you hardest, ma'am.

A peculiar story of second sight comes from a village on the Danube. A dying peasant woman, who had lost a son named Janos on the battlefield in 1915, called her children to her bedside to bid them farewell. When she had done so she begged them to promise not to close her eyelids after her death, because her son Janos was alive and on his homeward way, and she wished her dead eyes to rest on him, as she might not know that happiness during her life.

When the family returned from her funeral a few days later it was to find a letter from Janos awaiting them, in which he announced that he was alive and well, and was on his way home from Siberia.

My poor D.O.R.A. really died some years ago.—Sir W. Joyceon-Hicks.

I admire Fascism because it is successful in bringing about social peace.—Sir Alfred Mond.

Boys suffer at times from enlarged hearts; girls are in danger of suffering from enlarged consciences.—Dr. Cyril Norwood.

The individual lives in vain, a life of drift and clutter, who has not in himself a centre of calm unmoved by daily turmoil, unseathed by success and failure.—Sir William Beveridge.

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COUNTY CRICKET STRUGGLES.

(Continued from Page 1.)

Kent attacked the Essex bowling vigorously on going again to the wicket and 226 were sent up for the loss of only one wicket, the declaration then being made. Freeman took 6 wickets for 87 runs in Essex's second innings to avert any possibility of a sensational recovery.

MIDDLESEX BADLY BEATEN.

Ernest Tyldesley Makes 168 for Lancs.

Lancashire defeated Middlesex with surprising ease at Manchester, winning by an innings and 110 runs. The result was largely brought about by some remarkably good bowling by Macdonald and Hopwood after the wicket had been cut up badly.

Lancashire winning the toss, made sufficient runs to justify the declaration when six wickets had fallen, thanks to a brilliant effort by Ernest Tyldesley who made 168. The scores were:

Lancashire: 406 for 6 wickets (decl.).
Middlesex: 151 and 145.

Lancashire were restrained at the outset, but Tyldesley flogged the bowling after passing his first fifty, and the pace was much brighter thereafter. He made his first serious error at 163 and the opportunity was snapped up.

Middlesex collapsed, the side being all out for 151, and following on doing even worse. Hopwood took 5 wickets for 44 runs in the second innings.

LARWOOD AND TATE.

Fine Bowling at Hastings.

Notts gained a splendid victory at Hastings. Sussex gained a lead of 28 on the first innings, but in spite of the tricky wicket, Notts batted carefully and triumphed with two wickets to spare. Scoring was exceptionally low, only 639 runs being scored for the loss of 38 wickets. The scores were:

Sussex: 190
Notts: 162
Sussex: 158
Notts: 189 for 8 wickets.

Larwood took 5 wickets for 55 runs in Sussex's first innings, but some exceptionally fine bowling by Maurice Tate, who took 5 for 39, brought about a minor collapse of Notts.

When Sussex were dismissed a second time for 158 it was obvious that a great struggle for victory was impending. Larwood had taken 6 wickets for 46, enabling his side to go in needing 187 for success. This they achieved with eight wickets down.

WEST INDIES DRAW.

Match Against Gloucester in Their Favour.

Gloucester's game with the West Indies was drawn in favour of the tourists, the scores being:

Gloucester: 319.
West Indies: 399.
Gloucester: 129 for 3 wickets.

Gloucester were 49 runs on with seven wickets in hand at the close of play.

LOW SCORING.

Derbyshire Just Beat Worcester.

Derbyshire managed to gain a two wicket victory against Worcester at Kidderminster, in a low-scoring game. Root bowled capital in the fourth innings of the match. The scores were:

Worcester: 244.
Derbyshire: 286.
Worcester: 200.
Derby: 159 for 8 wickets.

Townsend took 6 wickets for 84 runs in Worcester's first innings, while Root took 5 for 61 in Derby's second innings.

A VALUABLE CENTURY.

Somerset on Top at Weston.

Thanks to a century by Hunt, his first of the season, Somerset gained a first innings advantage of 45 runs against Glamorgan at Weston-Super-Mare. The scores were:

Somerset: 258
Glamorgan: 213
Somerset: 192

Hunt made 101 for Somerset, saving his side from a serious collapse. Mercer bowled remarkably well for Glamorgan taking 6 wickets for 75 runs, only a big hitting display by Hunt towards the close, spoiling a much better average.

Glamorgan made 213 in reply, and then dismissed the Somerset side for 192. Needing only 238 runs for victory, Glamorgan had no further opportunity of batting.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1295 aa.
Chartered Bank, \$221 b.
Mercantile A. & B., \$36 n.
P. and O., \$91 n.
East Asi., \$75 b.

Insurance.
Canton Ins., \$655 b.
Union Ins., \$352 b.
North China Ins., \$146 b.
Yangtze Ins., \$50 n.
China Underwriters, \$250 s.
China Fire, \$245 b.
H. K. Fire Ins., \$750 b.

Shipping.
Douglases, \$381 b.
H. K. Steamboats, \$271 b.
H. K. Tugs, \$2 n.
Indo-Chinas, (Def.) \$70 b.
Shell Trans., 100/- n.
Union Waterboats, \$201 b.

Mining.
Benguets, \$2 b.
Kallans, 60/- s.
Langkats, \$11 s.
S'hai Exploration, \$12.45 n.
Raubs, \$4.50 b.
Tronohs, 17/6 n.

Docks, etc.
Kowloon Wharves, \$136 s.
Whampoa Docks, \$38 b.
China Providents, \$5.10 s.
Hongkows, \$156 n.
New Engineering, \$15 n.
Shanghai Docks, \$100 n.

Cottons.
Ewo Cottons, \$18.50 b.
Orientalis, \$18.50 n.
S'hai Cottons, \$14 (old) n.
Lands, Hotels, etc.
H. & S. Hotels, \$8.90 s.
H. K. Lands, \$671 s.
S'hai Lands, \$138 b.
Humphreys, \$14.35 b.

Public Utilities.
Tramways, \$24.90 b.
Peak Trams, (old) \$13 b.
Star Ferries, \$65 s.
China Lights, (Old) \$11.20 b.
H. K. Electric, \$501 b.
Macao Electric, \$267 b.
Telephones, \$6.75 b.
China Buses, \$10.75 b.
Singapore Tractors, 10/6 b.

Industrials.
China Sugars, \$2.25 s.
Malabons, \$241 n.
Canton Ice, \$3.70 b.
Cements (Comb.) \$9.20 b.
Ropos (Old) \$6.80 n.
United Asbestos, \$81 s.

Stores &c.
Dairy Farms, \$21.35 aa.
Watsons, \$141 b.
Dor A. Wing, \$50 n.
Lane Crawford, \$21 s.
Mackintosh, \$20 n.
Sinceres, \$9.50 b.
Wm. Powells, \$3 b.

Miscellaneous.
Amusements, \$261 b.
Constructions, \$11 s.
B'que Ind. G. Bonds, 63% b.
H. K. G. Loan, 6%

RUNS PLENTIFUL.

Surrey Surprised at Birmingham.

Runs were plentiful at Birmingham, but as far as Surrey were concerned they came too late. Warwickshire gaining first innings points.

The features of the games were some brilliant bowling by Mayer and a contribution of 200 (not out) by Hobbs to Surrey's second innings total. The scores were:

Surrey: 239.
Warwick: 351.
Surrey: 393 for 6 wickets.

Surrey could do little against brilliant bowling by Mayer, after winning the toss and electing to bat first. Mayer took 8 wickets for 62 runs, Surrey being dismissed for a total of 239.

Warwick gained a lead of 118 on the first innings, placing Surrey in a difficult position. Hobbs, however, came up smiling with a superb display of batmanship, outpacing all his partners and scoring 200 out of 393 without losing his wicket.

YORKSHIRE PARTNERS.

Stand of Over 200 by Holmes and Sutcliffe.

Yorkshire had the unusual experience of being forced to follow on at Leicester, though they were never in serious danger of defeat, Holmes and Sutcliffe playing great cricket and putting up over 200 for the first wicket in the second innings. After the partnership had been broken Leicester met with further success, but the match ended with 4 wickets down. The scores were:

Leicester: 390.
Yorkshire: 234 and 273 for 4 wickets.

Armstrong scored 180 for Leicester. Being over 150 runs in arrears on the first innings, Yorkshire were obliged to follow on. The arrears had been knocked off and over 50 runs put up in addition before the first wicket pair were separated. Holmes made 110 and Sutcliffe contributed 119.—*Reuter.*

KING ON TRUE BRITISH WELCOME.

BRIGHT FACES AND MERRY VOICES.

The King has addressed a remarkable letter to the Duke of Portland, Lord-Lieutenant of Nottinghamshire, and his Majesty's host during the Royal visit to the county.

The letter is notable, not only for the warmth of its tone, but also for the fact that it comes not from an official of the Royal Household, but is a direct personal communication from the King to the duke.

It reads as follows:
Buckingham Palace, July 12.
Mr. Dear Portland,—On the conclusion of our very enjoyable stay at Welbeck Abbey I would ask you to make known how greatly the Queen and I have appreciated the loyal and enthusiastic reception accorded to us by the people of the county and those parts of Nottinghamshire which we have visited during the past four days.

"Throughout our motor journeys of some 170 miles, indeed, the entire populace, women and children, appeared to be in the streets, countryside and parks to give us a true English welcome which we shall never forget.

"Please express to the civic, municipal and county authorities and to all those who have co-operated, my admiration of the manner in which all the arrangements were planned and carried out.

The Children.

"It was gratifying to see the strong muster of territorials, ex-service men, and members of the ambulance and nursing services, as well as the big parades everywhere of the boys' and girls' organisations.

"We specially enjoyed watching the bright faces and listening to the merry voices of the thousands of children, while the unique grouping of school children in Woodthorpe Grange Park was a picturesque and charming feature of the programme.

"Not only were the City and Boroughs gaily decorated, but every village and hamlet through which we passed showed signs that the inhabitants wished to take part in this outward display of good will.

"After expressing appreciation of the way in which the police discharged their duties, assisted by the good nature of the 'enormous crowds,' the King concludes:—
"We shall always remember the delightful experiences of the last few days, made brighter by the fine weather.

"Above all, we have carried away the happiest memories of the affection and loyalty of the people of Nottingham.

"Believe me, very sincerely yours,
—George, R.I."

LABOUR M.P.'S PUBLIC APOLOGY.

ATTACK ON TATAS' HAD "NO FOUNDATION."

A public apology was made by Mr. Vernon Hartshorn, M.P. for the Ognore Division of Glamorgan, and a member of the Simon Commission, at Blaenarfon, in a speech to his constituents, for statements he made at a previous meeting there and at Ognore regarding the conditions of employment in the Indian firm, Messrs. Tata. He said:—

"At the time I thought I was giving utterance to an actual fact. I have since examined the matter very closely, and have satisfied myself that the reflections had no foundation in fact and should never have been made.

"I very sincerely regret having made statements which cannot be substantiated. In the circumstances there is only one manly and straightforward course. It is my duty to withdraw the reflections which I made.

"That statement is due from me, and I made it ungrudgingly."

[It was announced on May 23 that a writ for alleged libel and slander had been issued on behalf of Messrs. Tata against Mr. Hartshorn.]

SWEDISH SHARE VALUES.

REMARKABLE INCREASE IN FIRST SIX MONTHS.

A review of the fluctuations of the Stockholm stock exchange shows that the total value of the securities of the A-list, representing the shares of the leading Swedish industrial and financial concerns, increased by 598 million kronor during the first half year of 1928.

Financial experts characterize this result as most remarkable in view of the labour conflicts that have disturbed the activity of some of the important industries, especially the Graenagerberg conflict, which is not yet settled. Of this increase nearly one half is represented by the rise in the quotations of the Kreuger shares, the Swedish Match Company and the Kreuger & Toll Company.

A strong rise is also shown by the shares of the leading industrial concerns S.A.P., which rose by 50 millions, the Separator companies by 33 millions, Asea by 16 millions and the L.M. Ericsson Telephone Company by 14 millions. The favourable annual reports of the banks have also caused a considerable rise in their shares.

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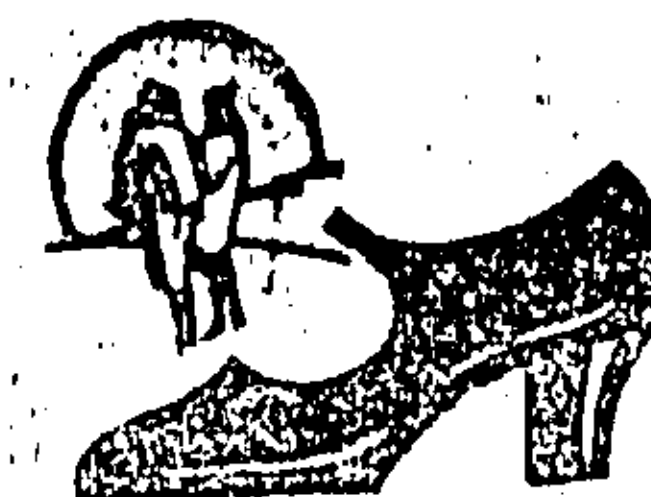
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tucks and pleats in modern
clothes, and is typical of the
attractive untrimmed models in
the best collections.

THIS WEEK'S RECIPE.

STRAWBERRY MOUSSE.

One quart berries, 1½ cups
sugar, 1 tablespoon granulated
gelatine, 4 tablespoons cold water,
2½ cups whipping cream.
Hull, wash and drain berries.
Sprinkle with sugar and let stand
one hour. Press through a coarse
sieve. Soften gelatine in cold
water for five minutes. Dissolve
over hot water and stir into
berries. Let stand until mixture
begins to thicken. Fold in cream
whipped until firm. Turn into
mold and pack in ice and salt.
Let stand four hours. Use six
cups of finely crushed ice to one
cup of ice cream salt. This
recipe is for fresh strawberries
but tinned ones may be used with
equal success.

"TIED DYEING."

REVIVAL OF AN OLD HANDICRAFT.

This is not a new art, but an old
handicraft revived. The Orientals
have always been very clever
with their fingers, and used to do
all their pattern dyeing by means
of tying up material and dipping
into various dyes.

In the Indian bazaars it is a
common sight to see the natives
doing this kind of dyeing.

"Tied Dyeing" is very similar
to Batik work, though much
simpler, being done entirely with
string and dye without the aid of
stencils, wax, or hot irons, used
in Batik work.

If you wind a number of strands
of thick knitting cotton round a
piece of material (folded in four
or eight) you will find, after
dipping in dye and untying, that
where the string has been there
will be a white mark left, which
is repeated in the place in each
fold, so that upon unfolding you
will find that you have made
a complete conventional design.

A floral pattern can be made in
the same manner by tying in two
places after folding the usual four
times; so that the tied piece of
material resembles a shut-in
umbrella. The "ferrule" being
the centre of the flower, and the
second tie being made a little over
half way down the "handle," the
remainder, below the second tie, is
the portion to be dipped in the
colour for the background.

Pansy Design.

If yellow dye is used for dip-
ping in up to the second tie from
the centre, and purple for the
background, you will get a very
effective pansy design, especially
if you dip the "ferrule" centre
into the purple up to the first tie,
as this combination will give a
rich dark brown, and wherever
the purple has mingled at all with
the yellow the pansy will be
shaded with brown, giving much
more character to the flower.

This is such a simple method of
making patterns that, with very
little practice, original designs
can be evolved in a few minutes.
"Twisted dyeing" is also very
effective for scarves or cushion
covers. First fold your material
as if you were pleating for knife
points, then twist each end in the
reverse direction until you can
twist no more; then take the two
ends and twist together like a
skein of wool, similar to those
bought in shops for darning.
Now dip quickly in a dark dye
(blue, black, purple, or brown
will do) and you will discover a
decorative twisted design like
those seen on the popular black
and white veined scarves.

ART IN LINES THAT POINT TO CHIC.



More a blouse than a sweater is the new grey silk and blue pointed stripes, worn over a
grey pleated skirt. Brown edges the diagonal lines of a sunburst chiffon evening gown and
vertical lines of colour liven the scarf collar of a brown costume.

LINES THAT LOOK SLENDER.

[By Jacqueline Howard.]

The question as to who really
decides the fashions is one of
those problems which are for ever
being discussed, and for which
innumerable solutions are con-
tinually being put forward and
turned down.

It really does not matter
whether the credit for any particu-
lar fashion should be given to the
dressmakers who designed it or
to a few superbly elegant
women who consented to wear it;
but the kind of decision that is
made matters very much to
women in general and, incidentally,
to men.

There can be no doubt
that women in general
have every reason for grati-
tude to those responsible for
the fashions of this year, because
only the careless or the unseeing
need wear clothes with an un-
becomingly line.

There are, however, one or two
danger points. One of these is
the fact that a large number of
patterned materials need con-
siderable care in the way they are
made up for people who are not
particularly slender.

The Danger of Stripes.

In themselves, on the model
figures in the shop windows and
on beautifully proportioned
mannequins, these fabrics are
really lovely. Many of them are
created by artists, and are ex-
quisitely balanced in both colour
and design; but a great many of
them consist of lines or stripes of
different widths and shades.
Now, the usual way of treating
them is to let these stripes go
round the figure. Nothing can be
said against this practice in the
case of a slim figure, but if it is
adopted by a woman who is
already rather too round, the
inevitable result is that she looks
rounder still, which is disappoint-
ing for her and distressing for
her observers.

Another point of danger comes
at the neck.

A neckline which is too high
has a sadly thickening effect upon
a neck which cannot be justly
described as a slender column. A
square neckline intensifies any
appearance of squareness there
may be in the figure as a whole.

A V-neck, on the other hand, is
always helpful; and a long
U-shaped neckline has a de-
finitely slenderising value. These
notes apply to necklaces quite as
forcibly as to the neckline of a
jumper or gown. The choker
necklace is to be avoided by the
short and generously covered
neck. The long necklace or
string of beads may be a valuable
ally in the matter of a pleasing
appearance.

Waistlines.

The waistline is in a wandering
mood at the moment. Only a
comparatively short time ago its
one ambition seemed to be to
descend to the lowest possible

DAINTY SUNSHADES:

IN MANY GAY COLOURINGS.

Sunshades at this moment take
a place in our thoughts. Practi-
cally all the stores in Paris dis-
play new styles in sunshades.
There are many in cretonne, as
always; some with silky fringe to
make them more gay. Sometimes
the pattern is outlined in gold
threads.

Occasionally a conventional
pattern is painted in gold to re-
flect the rays of the sun. On the
whole, the cretonne patterns are
in floral designs, and the most
popular seem to be those with old-
fashioned flowers, such as morn-
ing glories, and petunias, and all
the flowers that provide gay
colourings.

Crep-de-chine is used for a
number of gay sunshades, with
edgings in ostrich or marabout.
Taffetas is employed for this same
type of sunshade, and in such
colours as red, pale blue, pale
pink, orange, green and yellow.

Satin sunshades in gay colours
are self-trimmed in a variety of

SUMMER HATS.

FOR THE MATRON.

The vogue of the large straw
model is satisfactory for the
matron. Many designs are de-
corated with large ribbon bows,
and posies of flowers, placed high
on the crown, are also becoming.
Jewelled brooches are especially
popular as a finish to matrons'
hats.

Speckled straws are particu-
larly effective on older women. A
large model of coarse navy and
cream straw is trimmed with
grosgrain ribbon. An olive and
crimson straw is finished with
patterned chiffon arranged in a
bow across the crown.

Feather trimmings are smart.
One attractive cardinal red straw
was adorned with an upstanding
bunch of red and black cock's
feathers.

Gay velvet ribbons are
used to band many models of sun-
shades. Suede is a basis, too, for
extravagant Cubist designs and
conventional patterns.

BRIDAL MODES OF THE MOMENT.



There is the demure little pearl cap which droops over
the neck in a very delightful manner; and the close-fitting
cap of spotted net lightly embroidered with pearls and
finished with pearl drops over the ears; and the bridal bonnet
with a tulle of pearls in front, graduating to points over the
the ears and there finished with orange blossom sprays.

depths. Now it is at the top of
the hips, a little higher or a little
lower than this, or even in the
place where the eighteen-inch
waist used to be worn, and as
bolts or sashes have a definite
place on most of our frocks, the
exact position where they should
come needs to be decided with
care.

It is impossible to be dogmatic
about this. An inch or two or
even half-an-inch may make all
the difference between what is
becoming and what is not.
Roughly speaking, the position
will be determined by the length
of leg of the individual woman
for whom the gown is being made.
A long-waisted woman should
keep her waistline fairly high—a
long-legged woman can usually
wear it fairly low with advantage.

Platinum and Gold.

A luxurious bag for evening or
formal afternoon use is made of
tiny platinum and gold links
arranged to form a cross-
bar pattern. The amount of
gold worked in a leaf design
is set with large emeralds,
and inside is fitted a tiny purse,
which is a replica of the larger
bag. Gold chain bags have lost
favour lately owing to the popu-
larity of brocade and silk
pochettes, but a model as distinc-
tively unusual as the one men-
tioned is sure to be sure of
notice when carried by a smart
woman, and metal bags may be
relied upon for unending wear.

CHOICE OF SHOES.

SMARTEST SHADES IN STOCKINGS.

Stockings are so much in
evidence now, with hem-lines so
brief, that they must be very care-
fully selected indeed.

Very dark beige, without a
touch of rose in it, is one that
particular women like very much.
And it certainly is more distin-
guished than the somewhat banal,
light beige colour, that everyone
has worn so long.

Many women wear these dark
beige hose, with every type of
costume. However, the majority
of women prefer those lovely
rose-pink hose, or lavender hose
for evening wear, for they may
be worn with any frock, and any
kind of evening slippers.

A bright, sun-burnt, beige is
another colour that is new and
much in favour for evening.
Some women are wearing gun-
metal and taupe hose with their
day-time costumes, and they have
a distinctly smart appearance.

Just a word about the choice
of shoes, for these are of as great
importance as the dresses, and
must be chosen to harmonise.

If you are wearing a navy-blue
ensemble, your shoes should be
navy kid. For a dove-grey
ensemble, grey suede shoes to har-
monise look very well.

Black patent leather shoes are
very smart for black dresses, with
stockings of grey or "beige-
mauve."

For sports dresses, the models
are endless. Flat-heeled shoes in
serpents' skin or lizard, look well,
and, of course, white kid or buck-
skin shoes for sports and prome-
nade wear are always in
fashion.

For evening wear, shoes of
silver broche or glace kid, or gold
lame are all smart, according to
the costumes they accompany.
Pale coloured kid shoes are much
liked, while black satin shoes with
paste buckles always look distin-
guished.

TO A YOUNG IDEALIST.

The world may laugh at your
standards
Of truth and sincerity
And, judging by its own
measures,
May doubt your integrity.

A day may come when you're
weary
Of faith to your own ideal,
When your own fine perceptions
Are blunted and nothing's
real!

Then it will be that your
courage
Will be tested to the core,
Then you'll be made much
stronger
Than ever you were before.

Stand by your faith when dis-
heartened,
For its own sake, splendid
sake,
And confidence it will give you
Which nothing on earth can
shake.

THELMA COOMBS.

CURLS AND A BOW.



A favourite way of arrang-
ing half-grown hair when even-
ing dress is worn.

MORNING COSTUME.



Grey cloth pleated skirt and
grey stockinette jumper into
which is woven a design in
metal threads.

COCKTAILS.

OCCASIONAL ONES ARE HARMLESS.

Are cocktails harmful to young
women?

Ever since the habit came into
vogue about ten years ago it has
been unsparringly condemned by
many medical men.

The truth probably is that an
occasional cocktail does no harm
and may do good by stimulating a
lapsed nervous system. It in-
creases the sense of bien etre
so makes for enjoyment of the
time. On the other hand, if
several cocktails are taken
or taken at the wrong time, they
are unquestionably harmful.

The Drug in Vermouth.

As to the strong spirits,
they should never be drunk
except when well diluted
with water; otherwise they may
cause acute irritation, often
amounting to inflammation, of the
stomach. The principal drug in
vermouth is worm-wood (worm-
wood in German means worm-wood).
There are other herbs in ver-
mouth, but wormwood is the chief
attraction, as it is in absinthe.
Absinthe differs in the main from
vermouth by being a strong spirit;
vermouth is a weak, white wine
impregnated with wormwood.

Why Food Should Follow.

One of the evils of cocktail
drinking is that this strong spirit
is usually taken on an empty
stomach as an appetiser. It
inflames the stomach and pro-
duces a fictitious feeling of
hunger. If it were immediately
followed by soup or some other
food substance there would be
little or no harm to most normally
healthy people; yet there are some
whose stomachs are very sensitive
to irritation to whom the results
would be harmful.

But many people make a prac-
tice of taking several cocktails
and not following them im-
mediately with food; to these the
practice is destructive of the
digestion.

Spirit that is Best Taken Sparingly.

The gin in the cocktail is also
a beverage which should be taken
sparingly. The best gin is made
of spirits distilled from rye and
maize, to which the juice of juniper
berries and a little salt are added;
but the cheaper gins are made
with potato spirit and contain not
only the juniper berries but a
quantity of turpentine—these
have an irritating effect on the
kidneys.

No Harm in Moderation.

If one does really enjoy a cock-
tail there is no great harm for
most people in taking two or three
a week; they should be drunk on
sitting down to table so that they
may be followed immediately with
food, or otherwise after meals.

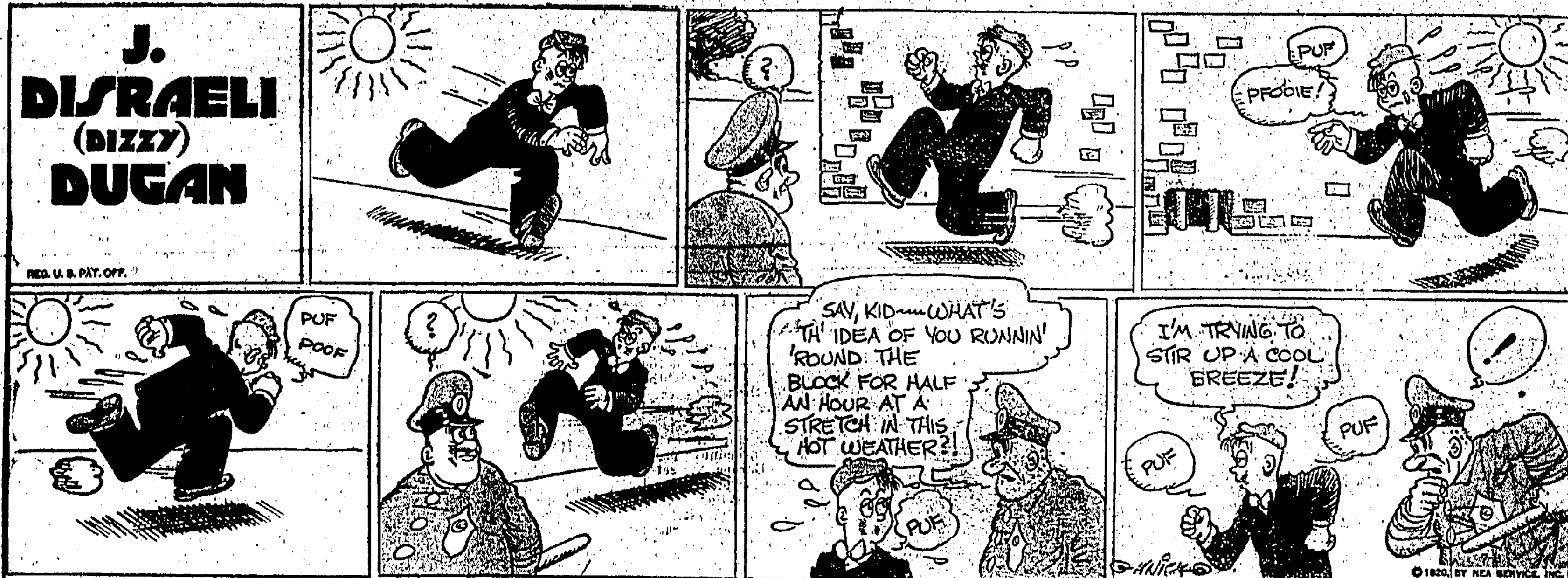
MOST BEAUTIFUL BACK AT HOLLYWOOD.



Pictured is Jeanette Loff, whose back is acclaimed the
most beautiful on all of the Hollywood cinema stars.

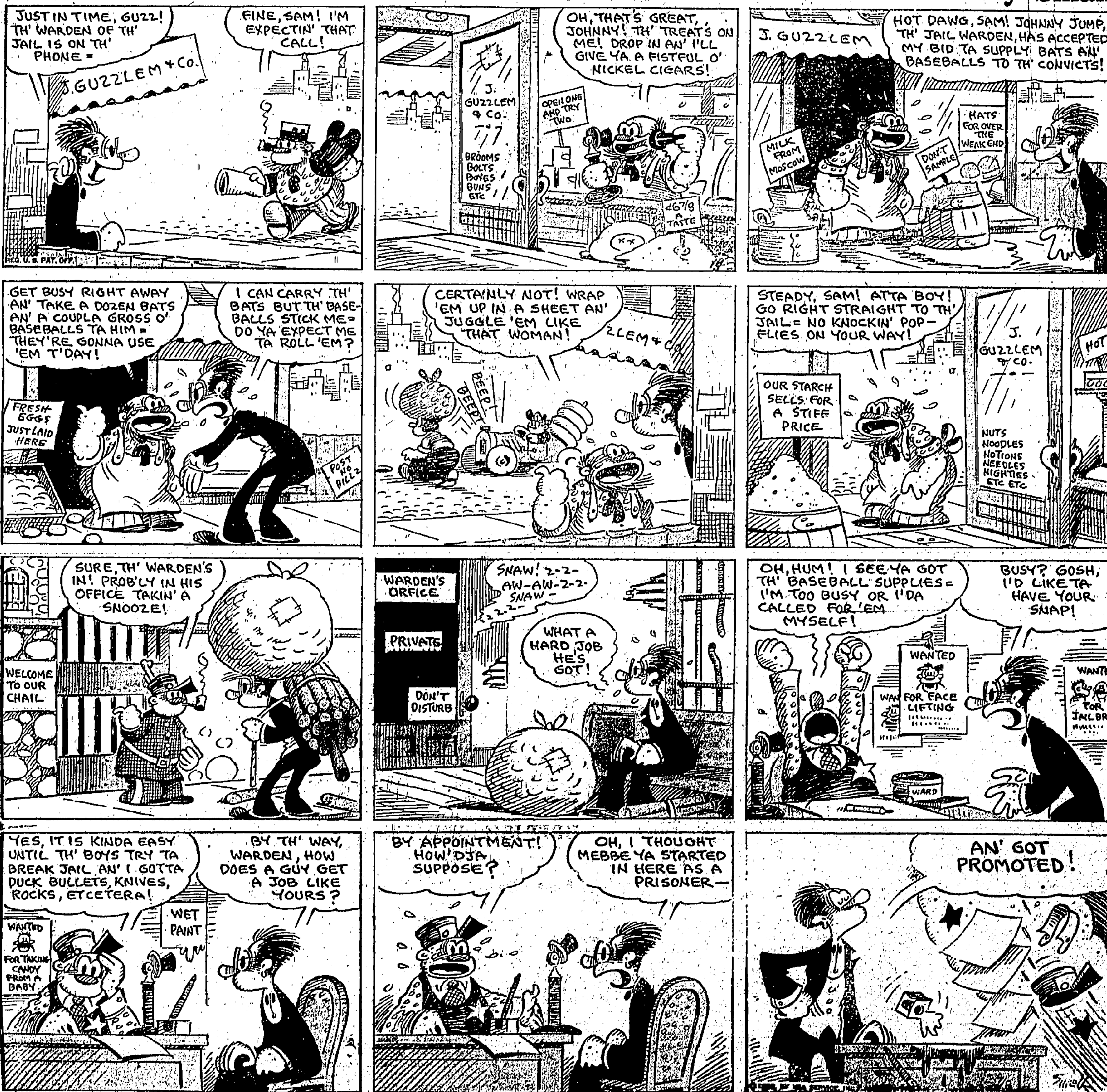
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EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF ASIA	Jan. 10	Jan. 13	Jan. 16	Jan. 18	Jan. 27
EMPEROR OF FRANCE	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
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Liverpool, July 13.
"Before performing the simple act which will start in this building a great industry, may I wish the company and all those who work here prosper in years to come, and may these works bring to a town with which I have very intimate connexions that happiness and prosperity which work alone can give."

Thus spoke the Earl of Derby to-day when he pulled a lever which set alight the great furnaces of the Empire's largest tin smelter, the new Penpoll works at Senforth, Liverpool. A party of nearly 200 guests, including many members of Parliament, had travelled from Euston to be present at the ceremony.

The capacity of the new Penpoll smelters is 1,000 tons of metallic tin a month. When the smelter is enlarged, the output can be increased to 6,000 tons a month, or more than half of the world's production of tin. Nigeria provides the principal source of supply.

The importance of Penpoll lies in the fact that it connects Empire tin-mining with British controlled tin-refining. Coincident with the increasing demand for Empire tin, provision has now been made, with the inception of Penpoll, for all the Empire tin ore in the world to be smelted in Great Britain, thus strengthening the hold of this country on the great metallic tin industry. In addition to being the biggest British-owned tin smelter in Europe, and consequently speeding up the smelting of existing supplies of ore, Penpoll also has introduced the most scientific methods, including a plant which extracts particles of tin from the

smoke and fumes, thus increasing the output of the works by 2 per cent., equal to 200 tons per annum.

Additional Markets.

Lord Derby, after the inaugural ceremony, congratulated the directors of the Anglo-Oriental Mining Corporation on building the largest British-owned tin smelter able to deal with Imperial tin. He appreciated that those who started such works in this country benefited not only themselves but the Colonies from which the produce came, and the more they could link the two together the better for all of them. Not only so, but they found additional markets for their goods.

In 1905 ten tons of Nigerian ore were imported; of a value of £18. Last year the imports were over 11,000 tons.

He congratulated Mr. John Howson, the Chairman, and those associated with him in their enterprise in the matter. In these days there was not much courage in looking ahead, but the Chairman had not only at the increase which would come from the new works, but in the various processes, he had taken steps to increase the output to an extent which might mean an early increase in the works. What we wanted was cheapness coupled with efficiency.

Mr. John Howson (Chairman of the Anglo-Oriental Corporation), presiding at the luncheon, said tin was a requisite for the high-speed machinery upon which the mechanized existence of to-day was primarily founded. Upon the enterprise of tin producers and smelters depended, in no small measure, the future prosperity of the Empire.

Vast Output.

The Penpoll smelter represented the last word in mechanical production, and would, if necessary, be able to cope with one-third of the total tin ore supply of the whole world. For the first time in the history of tin a vast quantity of Empire tin ore could be smelted

LETTER GOLF.

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2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.
One solution is printed on another page of this issue.

on entirely British soil under entirely British control. Mr. Howson, at the conclusion of the ceremony, presented Lord Derby with a gold cigarette case with the Derby Coat of Arms inscribed in Empire tin.

The principal guests at the luncheon which followed the ceremony were Lord Derby, Lord Asquith, Sir Hugo Cunliffe-Owen (Chairman of the Anglo-American Tobacco Corporation), Sir Godfrey Butler, P.M., Lieutenant-General Sir E. Lockie-Elliott, Sir Frederick Bowring, Sir J. Sandeman Allen, M.P., Sir William Arbuthnot Lane, M.P., Sir Thomas Watts, M.P., and Sir E. R. Jones (Chairman of the Mersey Docks and Harbour Board.)

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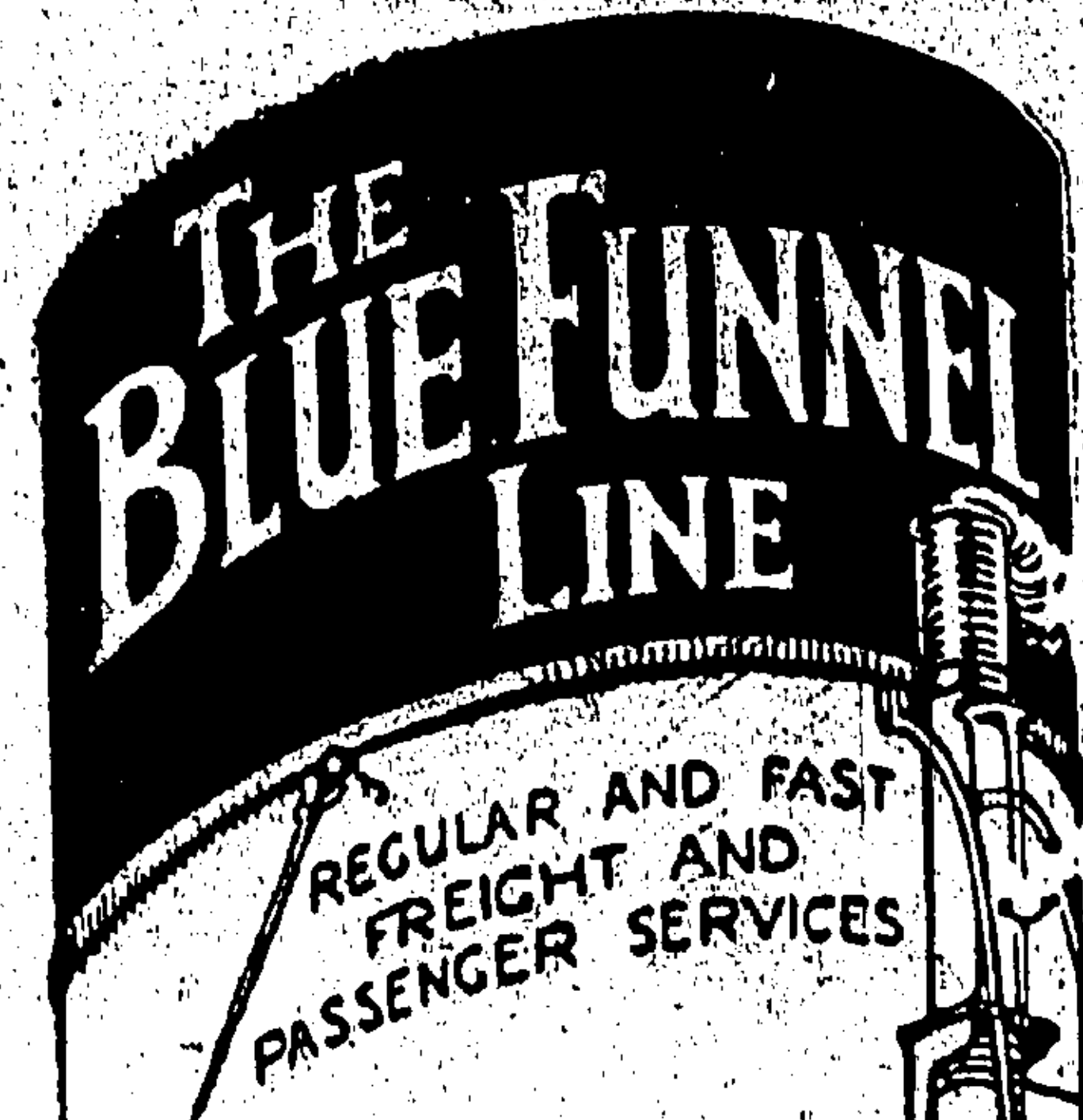
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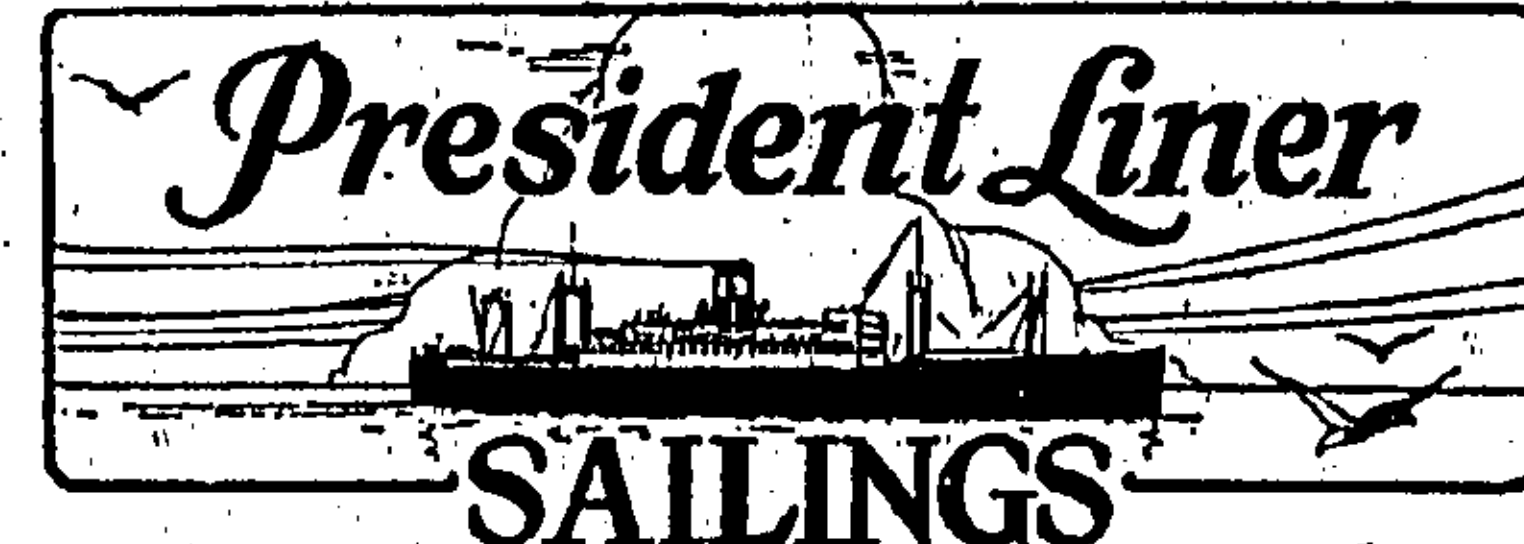
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President Harrison	Aug. 12th, 8 a.m.
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President Jackson	Aug. 18th, 6 p.m.
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on the

11th AUGUST, 1928.

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Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI.	Yatsing Kwongsang Hopsang Kwalsang	Sun. 12th Aug at noon. Wed. 15th Aug at noon. Sun. 19th Aug at noon. Wed. 22nd Aug at noon.
TO OSACA via AMOY, SHANGHAI, MOJI & KOBE.	Kumsang	Fri. 24th Aug at 7 a.m.
TO OSACA via AMOY & KOBE.	Fooksang	Fri. 14th Sept at 7 a.m.
TO CANTON.	Hopsang	Tues. 14th Aug at 4 a.m.
TO STRAITS & CALCUTTA.	Kutsang Namsang	Mon. 13th Aug at 3 p.m. Sat. 25th Aug at 3 p.m.
TO TIENTSIN.	Chiphing	Tues. 21st Aug at noon.
TO SANDAKAN.	Mausang Hinsang	Tues. 21st Aug at 3 p.m. Sat. 25th Aug at 3 p.m.

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Fare Hongkong to London \$32.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.	Steamship "GLENSHANE" (Via Oran)...	17th Aug.
	Motor Vessel "GLENGLUE"...	11th Sept.
	Motor Vessel "GLENAMOY" (Via Oran)...	18th Sept.
	Motor Vessel "GLENAPPE"...	31st Oct.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.	Motor Vessel "GLENAMOY"...	11th Aug.
	Motor Vessel "GLENGLUE"...	12th Aug.
	Motor Vessel "GLENGLARRY"...	1st Sept.
	Motor Vessel "GLENAPPE"...	14th Sept.

*Kobe & Vladivostok only.

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STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
*CHANGTE	In Port	16th August
*TAIPING	7th September	14th September
*CHANGTE	9th October	16th October
*TAIPING	6th November	13th November

*Calls at Iloilo.
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FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).	FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).
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EXCURSION TO MACAO.

ON SUNDAY, 12th AUGUST.
S. S. "SUI AN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PA SSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.



KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

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ELECTRIC SUPPLY.

CHINESE REPRESENTATIONS TO LOCAL COMPANIES.

Recently representations have been made by the Hon. Mr. R. H. Kotevall on behalf of the Chinese community, to the Hongkong Electric Company and to the China Light and Power Company with reference to the system whereunder consumers are called upon to pay deposits before supply is given.

It is understood that Dr. Kotevall strongly urged abolition of the system, but in several interviews he had with the parties concerned was told that this could not be considered. It was pointed out that the deposit system was universally adopted by public utility companies and that, at any rate so far as the Hongkong Electric Company was concerned, since they had rigidly adhered to the policy of collecting deposits from all new consumers, a very marked decrease in the amount of bad debts had taken place. It is understood that in the year 1923 these debts amounted to approximately \$38,000, but last year they had fallen to less than a third of that amount.

The question of interest on the deposits was also raised. It is understood that both companies have decided to allow interest on deposits of \$50 or over. Previously no interest was allowed on deposits of under \$100. The rate of interest will be 5 per cent.

The Companies denied during the discussions that new consumers were called upon to pay arrears owed by previous tenants. Another point raised by the Chinese representatives was that due notice should be given to consumers before the supply was cut off, in cases where there was a suspected tampering with meters. The Companies assured Mr. Kotevall that full investigations were made before service was disconnected. In all other cases except in tampering with meters, due notice was given before the supply was cut off.

It is understood the matter will come up before the Chinese Chamber of Commerce for discussion in due course.

NAUTICAL CLASS.

EXAMINATION AT THE TECHNICAL INSTITUTE.

The first Class has just completed its course of 20 lectures, which were delivered by Mr. H. S. Loud. Of the seventeen men who enrolled, sixteen attended the examination held by the Harbour Department.

All passed the various tests and were awarded Certificates of proficiency. The claims and merits of the Class are commended to the consideration of the Harbour Department, who are desirous that their Coxswains shall qualify in an authorized School which comes under direct Government control. Information can be obtained either at the Harbour Office, or from the Director of the Technical Institute.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page: CENT, DENT, DINT, DINE, DIME.

WATER STORAGE.

RETURN SHOWS THE LOW JULY RAINFALL.

The extremely low rainfall recorded last month is reflected in the July water return which shows that with one exception all the reservoirs on the City and Hill district were below overflow.

Last year they were all level, whereas on July 31 last Tytam was 25 feet 1 in. below, Tytam bywash 19 feet 9 ins., Tytam intermediate level, Tytam Tuk 1 foot below, Wong Nei Chung 26 feet 9 ins. below, and Pokfulam 27 feet 9 ins. below.

Consequently, storage is lower than last year, the total for date last year being 2,118.41 million gallons. This year on July 31 the storage was 1,811.46 million gallons, a decrease of 306.95. This roughly represents the consumption in a month.

The consumption last month was 317.06 million gallons compared with 330.23 for the corresponding month last year. The consumption per head per day was 24.1 against 25.7.

A full supply was maintained in all rider main districts during July, 1927. Last month a full supply was maintained from July 1 to July 11. There was an intermittent supply in all rider main districts west of Eastern Street only from July 12 to 14 and an intermittent supply in all rider main districts west of Garden Road from July 15 to 30.

Kowloon reservoirs were also below overflow last month as compared with a level a year ago. The storage on the Peninsula however on July 31 was 461.55 million gallons compared with 453.30 last year. Consumption was 117.97 million gallons, being a consumption of 22.9 gallons per head per day as compared with 21.3 gallons last year. A full supply was maintained in all districts in July, 1927 and 1928.

The total rainfall up to July 31 was 53.06 inches compared with 72.18 for the same period last year.

BIAS BAY RAIDED.

ALLEGED TEAN PIRATES ARRESTED AND SHOT.

A number of pirate dens in the Bias Bay district were raided recently and pirates and bandits, twenty in number, were arrested and subsequently shot by Chinese troops.

The raiding parties were formed of men of the 52nd Regiment of the 5th Canton Army, stationed at Po On Hien and Village Volunteers under Lo Tin-yam.

The troops started out on the evening of the 5th ultimo, and searched and raided Tai Shek Ngan village, a notorious pirate rendezvous.

They continued operations for four days and nights, visiting Sun Hui, Tai Hang, Shu Hang and Nam Kai. The majority of the prisoners confessed that they were pirates, four of them made statements to the effect that they took active part in the Tean piracy. Some of them were alleged to be Communist bandits.

They were brought back to Tam-shu-hai, the headquarters of the Village Volunteers, at which place Lo Tin-yam gave them a fair trial and having found them guilty they were executed. Before execution they were chained hand and foot and marched through the villages according to the old Chinese custom.

With this view to checking the activities of pirates, Admiral Chan Chek, head of the Canton Navy, has ordered two Canton gunboats, Man Sang and Ju Shan, to be stationed in Bias Bay and no fishing junk or other smaller craft are allowed to anchor off shore for fear they may assist the pirates.

sumption of 22.9 gallons per head per day as compared with 21.3 gallons last year. A full supply was maintained in all districts in July, 1927 and 1928.

The total rainfall up to July 31 was 53.06 inches compared with 72.18 for the same period last year.

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and

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From Hongkong to Kobe and Return	HK\$210.00
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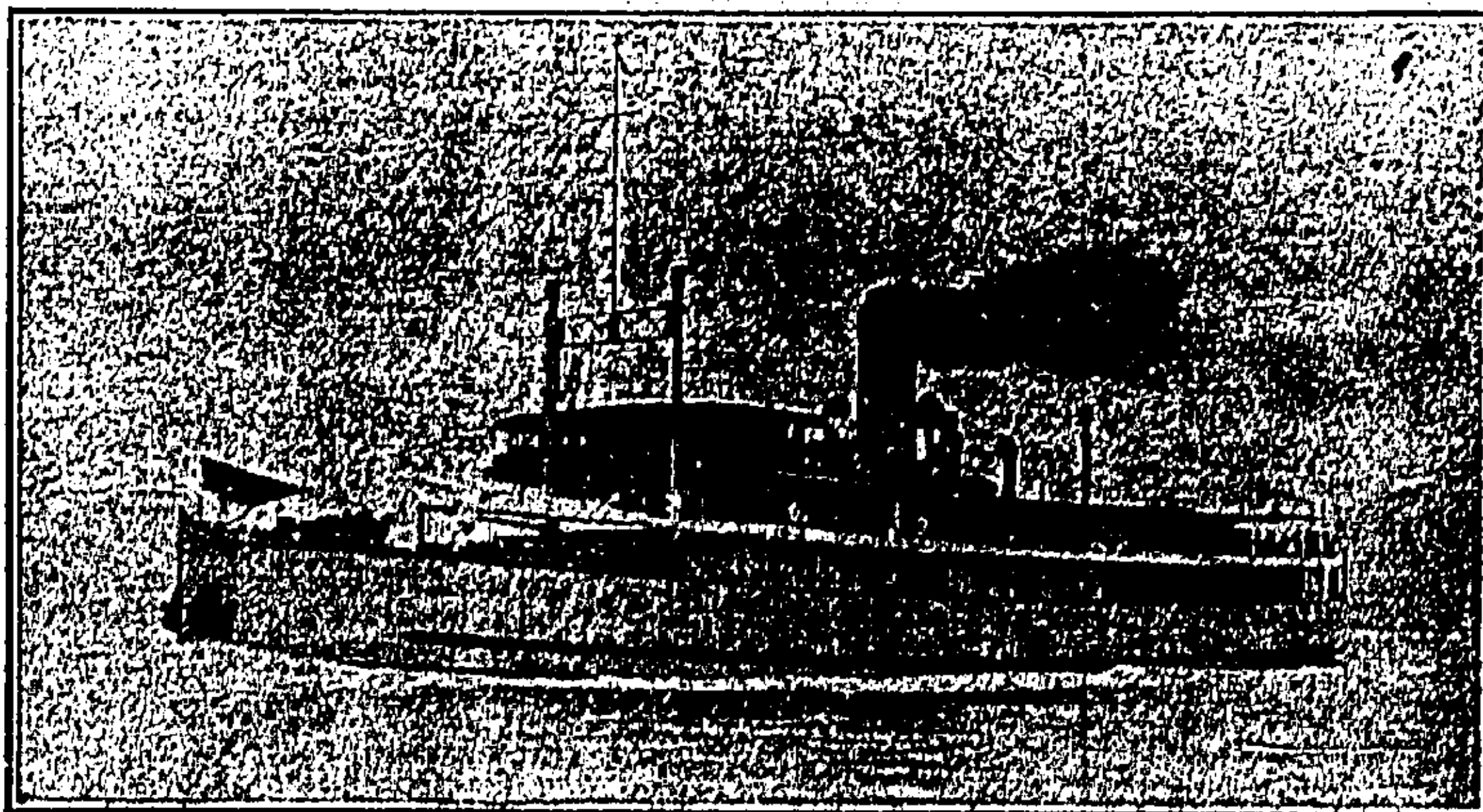
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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KIDDERPORE	5,334	12 Aug. D'light	Straits, B'bay & Karachi
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London
KALYAN	9,114	15th Sept.	M'ses, L'don, A'werp & Hull
KASHGAR	9,005	29th Sept.	M'ses, L'don, A'werp & Hull
Cargo only.			*Calls Casa Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Lyons, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKLIWA	7,936	14 Aug. 3.30 p.m.	S'pore, Penang & Calcutta
TILAWA	10,006	10th Sept.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	8,658	31st Aug.	Manila, Sandakan, Thura
ST. ALBANS	4,500	28th Sept.	Island, Townsville, B'hane
ARAFURA	6,000	2nd Nov.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia. The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Tientsin, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports en route as indicated above.

Frequent connections from Australia with the following:—The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

WARFIELD	6,006	18th Aug.	Shanghai, Moji & Kobe
TILAWA	10,006	20th Aug.	Amoy, Moji, Kobe & Osaka
NALDERA	10,006	17th Aug.	Shanghai
NAGPORE	5,283	30th Aug.	S'hai, Moji, Kobe & Yok.
KASHGAR	9,005	31st Aug.	S'hai, Moji, Kobe & Yok.
GAMBADA	5,307	1st Sept.	Amoy, S'hai, Moji, Kobe & Osaka
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yok.
MIRZAPUR	6,715	5th Sept.	Shanghai, Moji & Kobe

*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Copnought Rd., C. Agents.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £103, £83 via SAN FRANCISCO

G\$440 G\$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tosyo Maru ... Tuesday, 21st Aug.

Korea Maru (Calls Los Angeles) ... Tuesday, 4th Sept.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Kashima Maru ... Saturday, 25th Aug.

Hakone Maru ... Saturday, 8th Sept.

SYDNEY & MELBOURNE via Manila & Porto.

Mishima Maru ... Wednesday, 22nd Aug.

Tango Maru ... Wednesday, 19th Sept.

BOMBAY via Singapore, Penang & Colombo.

Tamba Maru ... Saturday, 11th Aug.

Tottori Maru (Omit Penang) ... Monday, 27th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anyo Maru ... Saturday, 18th Aug.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kawachi Maru ... Thursday, 6th Sept.

NEW YORK and BOSTON via PANAMA.

Calcutta Maru ... Thursday, 16th Aug.

LIVERPOOL via Port Said, Genoa & Marseilles.

Delagoa Maru (Calls Glasgow) ... Friday, 17th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

Penang Maru ... Sunday, 19th Aug.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru ... Friday, 17th Aug.

SHANGHAI, KOBE & YOKOHAMA.

Matsumoto Maru ... Sunday, 19th Aug.

Rangoon Maru (Moji Direct) ... Monday, 20th Aug.

Fushimi Maru ... Monday, 20th Aug.

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SAILINGS FROM HONGKONG

S.S. "LYGAON"	via Suez Canal	24th Aug.
S.S. "PHEMIUS"	via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	via Suez Canal	5th Oct.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

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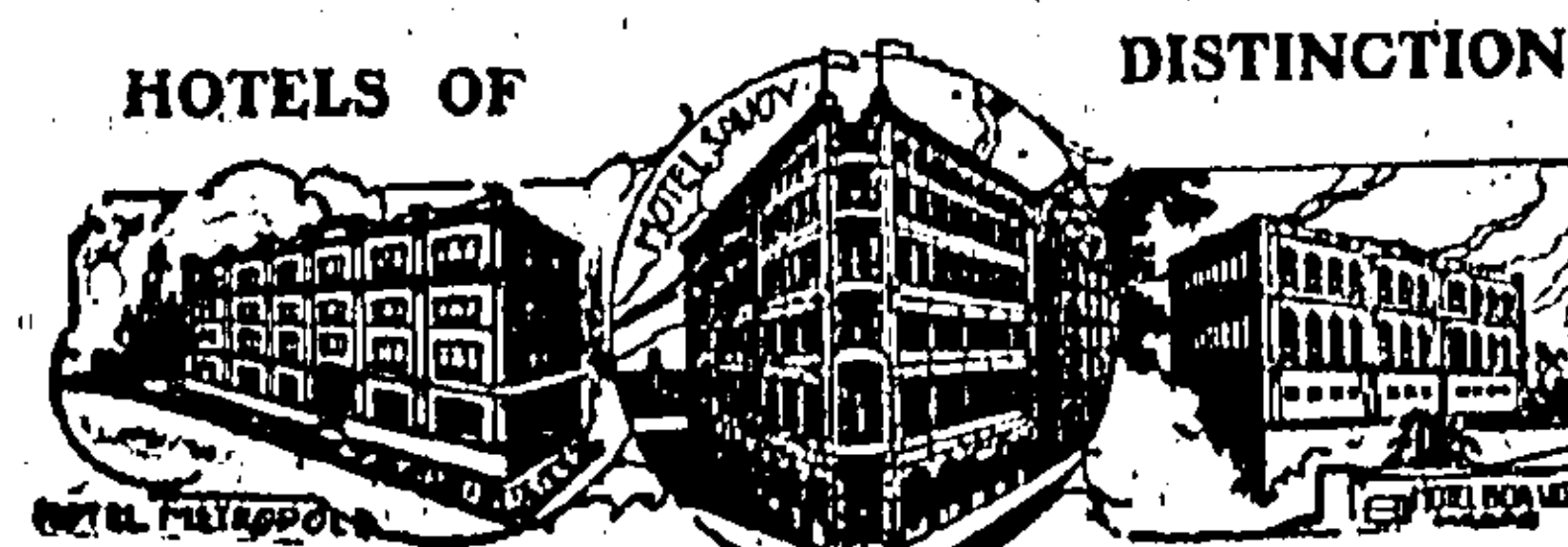
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Hotel launch meets all steamers.
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MINDEN DAY CELEBRATION AT SHAMEEN.



Above pictures were taken on the occasion of the Minden Day celebrations at Shameen by the Canton detachment of the King's Own Scottish Borderers. On top is the tug-of-war in progress, whilst below is seen the fancy dress parade which took place before the comic football match.

OPEN FRICTION AT NANKING.

(Continued from Page 1.)

who has refrained from attending the Fifth Plenary Session. Wu is a moderate.

In the afternoon, the three moderate leaders had a meeting with General Li Chung-chen, the noted Kwangsi military leader, at which General Li expressed his indignation at the efforts of "Leftists" to dominate the Conference.

Another supporter of the moderate politicians appears to be General Ho Ying-ching, Assistant Chief-of-Staff of the Kuomintang Army, who, when interviewed in Nanking, asserted that the "Leftist" proposals for the abolition of the Branch Political Councils should be put aside for the time being and be decided at the coming Third Kuomintang National Congress.

Recognition Question.

Shanghai, Aug. 10. Nanking political circles announce that according to news emanating from the Diplomatic Corps in Peking, four foreign countries are contemplating formal recognition of the Nationalist Government if at the conclusion of the Fifth Plenary Session all the Nanking military and political leaders come to terms. The names of the four countries are not given.

The Finance Ministry.

Shanghai, Aug. 10. Rumours prevail that the Finance Minister, Mr. T. V. Soong will soon be appointed to another important post in the Nanking Government, and that the present Vice-Minister of Finance will most likely become Minister.

Change of Capital.

Shanghai, Aug. 10. A noted Nationalist General has wired from Nanking to General Li Lieh-chun stating that as a result of the recent decision of the Nationalist Government to remove the capital of China from Peking to Nanking it is conjectured that more than 100,000 Chinese citizens in Peking will be thrown out of employment in the near future.

The Government is urged to find means and ways of assisting the people affected.

Transportation Conference.

Shanghai, Aug. 10. The All-China Transportation Conference was formally opened in Nanking this afternoon under the auspices of the Ministry of Communications. The Conference is presided over by Mr. Wang Pei-chun, the Minister of Communications.

Cuba's Official Recognition.

Shanghai, Aug. 10. It is officially reported from Nanking that the Republic of Cuba has formally recognized the Nationalist Government of China.—*Reuter.*

France Will Negotiate.

Shanghai, Aug. 10. The French Consul General in Shanghai has received official instructions to announce the French Government's willingness to revise their treaties with China, also to negotiate a settlement of the Nanking incident.—*Reuter.*

Italy Ready Also.

Shanghai, Aug. 10. The Italian Government is agreeable to enter into negotiations for treaty revision but expresses the opinion that the tariff question should be discussed simultaneously.—*Reuter.*

REGATTA DAY AT OLYMPIAD.

RESULTS OF ROWING FINALS.

U.S.A. AGAIN BEATS BRITAIN IN THE EIGHTS.

EXCELLENT SPORT.

Amsterdam, Aug. 10. Regatta Day at the Olympic Games provided some excellent sport and some unexpected results. Championships were fairly well distributed. America, with two firsts, alone achieving the honour.

The Eights in which British and American crews found themselves in opposition, provided a magnificent race, America repeating her success at the Paris Games, and winning by half a length.

The Single Sculls which for many years has been in British hands, was won by Pearce, the Australian oarsman, Myers of America taking second place.

Cambridge Crew.

The crew of First Trinity, Cambridge, carried off the Coxswainless Fours for Great Britain.

Italy, Switzerland and Germany were also successful finalists.

One of the keenest races of the day was that in which Germany defeated Britain by half a length, with America a close third, in the coxswainless pairs. The time recorded was 7 mins. 6 2/5ths seconds, exceptionally good for the course.

The detailed results of to-day's rowing finals, are as follows:

Double Sculls.	
U.S.A.	1
Canada	2
Won by five lengths.	
Time: 6 mins. 41 2/5ths secs.	
Eights.	
U.S.A.	1
Great Britain	2
Half a length.	
Fours with Coxswain.	
Italy	1
Switzerland	2
Seven lengths.	
Time: 6 mins. 47 4/5ths secs.	
Fours Without Cox.	
Britain (First Trinity, Cambridge)	1
U.S.A.	2
Half a length.	
Time: 6 mins. 36 secs.	
Pairs With Coxswain.	
Switzerland	1
France	2
Two lengths.	
Time: 7 mins. 42 3/5ths secs.	
Pairs With Cox.	
Germany	1
Britain	2
U.S.A.	3
Half a length.	
Time: 7 mins. 6 2/5ths secs.	
Single Sculls.	
Pearce (Australia)	1
Myers (U.S.A.)	2
Five lengths.	
Time: 7 mins. 20 4/5ths secs.	

U.S. AND KELLOGG PACT.

NO INTERFERENCE WITH ARMY OR NAVY.

New York, Aug. 11. President Coolidge made an important pronouncement at Superior, Wis., today regarding the effect of the Kellogg Pact.

He emphasised that it is not the intention to allow the strength or efficiency of the American Navy or Army to be tampered with or weakened on account of the Treaty.

President Coolidge considered that military establishments in the United States are moderate and designed exclusively for defence, but he hinted that the Pact might influence specific measures relating to defence which might be pending, or are being discussed.—*Reuter's American Service.*

JUDGING BOXING CONTESTS.

AMATEUR FEDERATION'S RULING.

Amsterdam, Aug. 10.

The International Amateur Boxing Federation has, by 14 votes to 10, decided that in future international contests there must be two judges on opposite sides of the ring, as well as a referee.

It is understood that this is a sequel to criticisms of the present Olympic judging.

Britain, South Africa and Canada opposed the resolution, while America and the continental nations supported it.—*Reuter.*

GIRL STRUCK BY MYSTERIOUS SHOT.

FRUITLESS SEARCH FOR ASSAILANT.

A 22-year-old Glasgow girl, Miss Ella Torrance of Carmunnock, was the victim of a mysterious shooting affair on the picturesque Cathkin Braes, near Glasgow recently.

She was walking out with her fiancé, James Campbell, a Glasgow young man, when a shot was heard.

The couple paid little heed, and walked on. Presently, however, a second rang out, and Miss Torrance sank to the ground, exclaiming, "Oh, Jimmy, I've been shot!"

Her companion found that there was a wound in her back, and, with the assistance of passers-by, carried Miss Torrance to a neighbouring farm.

Later she was removed to Glasgow Infirmary, where she was found to have a severe gunshot wound in the right shoulder, and her condition was reported to be critical.

In an interview Mr. Campbell said he had no idea who fired the shot. They saw no one with a gun.

The police made inquiries throughout the Saturday night, but could not elucidate the mystery.

A motor-cycle combination passed through a level-crossing gate at Hall and overturned on the railway lines, but a train, only 100 yards away, was stopped by the signalman.

Gloria Swanson
Sadie Thompson

What a Film!
The greatest emotional actress of the screen to-day!
The story that created a tremendous literary sensation!
The brilliant director who produced "What Price Glory?"
The splendid supporting cast headed by Lionel Barrymore!
Supreme Drama!

Based on "Rain" by SOVERSET MAUGHAM
Directed by RAOUL WALSH
UNITED ARTISTS PICTURE

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SPEED! LAUGHS! ACTION!

AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 6.30 Interpriser 8.30 & 9.15

A SPOOKY house with secret panels, trick stairways and weird happenings! A mystery "thriller" chockful of laughs!

Finger Prints
With
LOUISE FAZENDA
JOHN MURRAY
HELENE COSTELLO

Comedy—Mystery—Thriller!

AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.